

FORTY-FIRST YEAR

TO SALVE THE MAINE.

Contract Made for Recovery of Equipment and Removal of the Huge Wreck.

Military Spirit Aroused at Washington and Money Now Readily Voted.

Court of Inquiry Opens—The Coal Bunkers to Be Closely Investigated.

HAVANA, Feb. 22.—The court of inquiry into the Maine disaster opened at 10.30 and took a recess at 12.30. Lieut. G. F. W. Holman, navigator and ordnance officer of the Maine was examined at the morning session. The court met for the afternoon session at 1.30 o'clock and Lieut.-Commander Wainwright, executive officer of the Maine, was called to the witness stand. He has been in immediate charge of the wreck since the explosion.

Four divers are at work, two on the fore part of the ship and the others aft. Nearly all the possible salvage has now been made from the cabin. The efforts to reach the water and mess rooms are frustrated by some unknown obstacle. It is expected to find bodies in these rooms. Two cases of ten-inch ammunition have been found, the one having exploded before the wreck. The work of securing the bodies under the hatch has been most difficult in the dark, but it is hoped that the electric light will be of great assistance. The bodies are much mutilated and some are burned.

WASHINGTON, Feb. 22.—All the government departments were closed to-day save the navy department, where a few of the officials sought to receive any dispatches that might arrive and to close the contract with the wreckers for the recovery of the effects from the Maine and the vessel herself, if that be practicable. The signing of the wrecking contract was the most important event of the day, and this concluded the officials closed up shop and went home to enjoy a respite from the rush of the past week.

Captain Sigbee was heard from in a despatch which indicates that close attention will be given to the coal bunkers by the naval court of inquiry at Havana. The officials unquestionably have been for some time preparing for any emergency that may befall, but appearances at the department would indicate that any necessary orders have been given already, and that the situation was not one calling for immediate activity at Washington. At Norfolk the Monitor and Terror have been ordered to be in readiness, and may be sent to New York later.

The senate passed a bill to add two artillery regiments to the strength of the army. This measure has been urged for many months by officials of the war department, who foresee that while congress of late years had taken measures for the protection of our coast by sea works and great guns, it had not provided the men necessary to operate these engines of war. Should the house pass the bill, it will enable the department to carry out plans that have long had in view.

Critics lately passed upon the state of the army and fortifications has caused increased activity in military matters, and to some extent this is responsible for representatives arriving from various quarters at army posts. A report was circulated that Gen. Miles, as commander of the army, had issued orders for troops at all forts to be on the alert and ready for immediate action, but this was promptly denied by the general's chief of staff. Nothing whatever of a sensational character occurred in Washington, and on the whole the day was free from rumors by comparison with the immediate predecessors for the past week or more.

ONTARIO NOMINATIONS.

Two Elections by Acclamation—The Candidates in the Toronto Divisions.

TORONTO, Feb. 22.—(Special)—Nominations throughout the province for the legislature took place to-day. In this city the nominations were: West Toronto—Dr. Spence, Lib.; Thos. Crawford, ex-member, Con. South Toronto—J. J. Fay, Q.C., Con.; W. B. Rogers, Lib. East Toronto—Caldwell, Lib.; M. J. Reid, Ind., who will probably retire; and Dr. Fyde, Con. North Toronto—Dr. Dewart, formerly editor of the Methodist Christian Guardian, Lib.; and Mr. Martineau, ex-leader of the opposition in the legislature. Con. Other nominations throughout the province are generally as agreed by political conventions, except in Prescott and South Bruce, where Messrs. Ewart and Trux, Liberals, were respectively elected by acclamation.

Suffering Stopped.

The sufferings caused by constipation, cannot be numbered. All these troubles are permanently cured by Laxa-Liver Pills. One Laxa-Liver Pill every night for thirty days, cures constipation and biliousness.

One dollar bottle of Griffith's Norwegian Emulsion is equal in medicinal value to at least two bottles of any other Emulsion, ask your druggist for it, 50 cents and \$1.00.

All the highest Medical Authorities agree that Cod Liver Oil is most beneficial when administered in connection with Iron and Manganese. Griffith's Norwegian Emulsion is the only Emulsion containing Cod Liver Oil with Iron and Manganese, it is the most perfect and palatable Emulsion the children all like it. 50 cents and \$1.00.

NATIVES IN GUIANA.

They Have Been Swindled by Whites But the British Government Has Taken Up Their Case.

KINGSTON, Jamaica, Feb. 22.—Numerous complaints have been received recently by the government of British Guiana in regard to alleged ill-treatment by white settlers of the Indian natives resident in the back territories contiguous to the Brazilian frontier. Cases of ill-treatment, extortion and unjust bargaining were brought to the attention of the government, and G. government protector of Indians, was sent to the spot to make an official inquiry. Mr. Turk returned to Demerara on February 11 and his report has now been placed before the authorities. His first visit was to Quilita, a large Indian village near the junction of the Rupununi river with the Essequibo, then he crossed the Savannah country to the Takutu river, which forms the boundary between British Guiana and Brazil, and proceeded up the Takutu until he reached Tavar creek. Here orders were issued for a general assemblage of the Indians and a strict enquiry was instituted. Mr. Turk found, unfortunately, that too many of the complaints were made on good grounds. The old chiefs had all died and no successors had been appointed. The absence of these leaders, who had formed a medium of communication between the British Guiana government and the Indians, had been taken advantage of by the settlers, who in many cases had been guilty of unjust and unscrupulous bargaining and open robbery. The natives, who are a peaceful and innocent people, rapidly passing away before the inrush of civilization had been completely victimized, especially over land cases, and their possessions taken away without compensation or redress. These wrongs have now been in some degree remedied and new captains or chiefs appointed for each district, who hold commissions from the government and who will report any grievance complained of. Mr. Turk returns with enthusiastic views as to the official arrangements of George Craig & Co.'s departmental efforts. He shows direct liabilities of \$31,489.54, and \$27,301.69. In addition to direct liabilities there will be a further sum probably of \$7,500 now in abeyance, but likely to eventually rank in the estate. A number of Montreal and Toronto firms are interested in the case. The Tribune says, regarding the latest developments in regard to a working arrangement on the school settlement: It is reported that no official arrangement has been made, but that gradually the minority will take advantage of the provisions of the school settlement; that is, they will take what the law now allows and look for more in the future. This will be in harmony with the Pope's encyclical and will also be a very considerable relief to the members of the minority. Hon. George Foster spoke at a political meeting at Portage last night, in the interests of Mr. Chadwick, the Conservative candidate for West Algoma, and received a rousing reception. Rev. Father George, O.M.I., private secretary to Archbishop Langevin, is ill at St. Boniface hospital. It is reported that he will leave during the month of April for the missions of the Klondike. The first dividend to the members of the Bank of Manitoba creditors was paid to-day. St. Paul visiting aldermen have been denied by the Winnipeg councilors.

MANITOBA AND NORTHWEST.

An Unprofitable Departmental Store—Farmer's Wife Suicides—The Schools.

WINNIPEG, Feb. 22.—(Special)—The wife of J. Shaw, a farmer of Pierson, Assiniboia, committed suicide by forcing a darning needle into her heart. She had made two previous attempts, by poisoning and hanging, but was rescued in time. The official assignee's statement in connection with the insolvent estate of George Craig & Co.'s departmental store shows direct liabilities of \$31,489.54, and \$27,301.69. In addition to direct liabilities there will be a further sum probably of \$7,500 now in abeyance, but likely to eventually rank in the estate. A number of Montreal and Toronto firms are interested in the case.

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DOUBTFUL QUALIFICATION.

Member of Parliament Must Prove Up to Retain Seat in City Council.

MONTREAL, Feb. 21.—(Special)—Proceedings have been begun for the purpose of depriving Ald. Beausoleil of his seat in the city council as representative of the East ward, on the ground of lack of proper qualification. Beausoleil is the member for Berthier in the federal parliament.

RAILWAY TROUBLES.

Snow Blockade Adds to the Embarrassment Accompanying the Rate War.

MONTREAL, Feb. 22.—(Special)—Railway traffic is demoralized by a big snow storm which has been raging almost without cessation now for three days. There was no C.P.R. train to Toronto last night and the line is still badly blocked. The Grand Trunk also is having its share of trouble, particularly on its Eastern route. TORONTO, Feb. 22.—The Grand Trunk has as yet made no reply to the Canadian Pacific cut in local passenger rates to Ontario and Quebec points touched by the former road. It says the Canadian Pacific seems determined to draw it into a rate war against its own inclinations.

An Ex-Alderman Speaks.

Mr. J. Hagan, the well-known ex-alderman of Kamouriville, Ont., says: For some years I have been greatly troubled with pains across my back. Urinary troubles caused me much loss of sleep, and I suffered from a tired, worn out feeling. Doxan's Kidney Pills gave me relief in a short time. The pain in my back has disappeared, and I thought I would be doing wrong not to recommend them to others suffering as I did. They are the best medicine I ever used.

THE "ELDER" IN PERIL.

Without Ballast She Tossed Like a Cork on the Angry Northern Waters.

Driven Broadside Through a Narrow Channel She Miraculously Escapes Destruction.

Severe Injuries to Passengers and Crew—Prospects for Raising the "Corona."

NANAIMO, Feb. 22.—(Special)—The Geo. W. Elder left Juneau on Monday morning, February 14, with thirty passengers. The trip was an uneventful one until Queen Charlotte sound was reached. Then, on Saturday morning at 6 a.m., a severe wind and snow storm was encountered, and owing to the ship being without ballast she tossed in the mighty seas like a gull and soon became unmanageable in the storm, which was running at 100 miles an hour. At this time the C.P.N.C.'s steamer Islander, with 400 passengers, was in sight making for shelter. The Elder was blown through Goletas channel, and it required the greatest exertion on the part of Capt. Hinkle and Pilot Edwards to keep the craft off the rocks close at hand on both sides. A blinding snowstorm was now blowing and the passengers thought every moment she would go crashing to destruction. The vessel was drifting at the rate of four miles an hour, and at 12 noon got out to sea, when the crew endeavored to hoist sails and succeeded, but in a few minutes the sails were in tatters. From 2:30 p.m. until 9 she drifted about in the sea. The glass commenced to drop, and at 9 p.m. it was 29.30. During the night the glass rose and the storm began to moderate, but on Sunday morning the ship was utterly helpless and exposed to the fury of the waves. At 2:30 Sunday afternoon the wind changed to southwest and the steamer could be managed with her steering gear. When the sea abated the vessel was within 25 miles of Milbank sound and her course was changed to south. At 3 a.m. Monday the wind had completely abated but a heavy snow storm was encountered. Several casualties occurred during the trip, and all the passengers were more or less injured. Among the most seriously injured was Mr. E. A. Cassel, president of the Junco board of trade and representative of the Dyea Contract Transportation Company of Seattle, who had his knee broken by being thrown against the deck during the storm. Another cabin passenger named Davis, of California, had his wrist broken. Captain Henkle, who was completely exhausted, laid down in his bunk for a few minutes, leaving the vessel in charge of the pilots. Mr. Cassel was in the captain's stateroom on a sofa. The ship took a heavy lurch, throwing the captain from his berth across the stateroom, where he struck a heavy blow on the steam heater and was knocked senseless, but soon recovered and was on the bridge again, though considerably the worse for his injuries. Mr. Cassel was also thrown from his berth and had a rib broken on his left side. He left the ship here for the Sound.

Goletas channel, through which the Elder was blown, is located between Vancouver and Galiano islands, and is not more than half a mile wide, and considering that the vessel was blown broadside through this channel, she had a marvellous escape only accomplished by extremely difficult navigation. The weather-beaten steamer put into Departure Bay this morning, considerably worse for her battering, and left for Portland this afternoon. The following names of passengers were obtained: H. A. Seacome, A. H. Betie, A. J. Busby, J. W. M. Foster, C. C. McBride, A. M. Beckwith, C. H. James, Mrs. A. G. Bates, Wm. and Hyr. Olson, Gus Eckers, F. R. Stokes, J. D. Rize, Jos. Peal, E. A. Cassel. Mr. Cassel is at the Hotel Wilson here and will leave for the Sound in the morning. He has the following notice of warning, issued by the Alaska Chamber of Commerce, regarding transferring of freight from steamers at Dyea: "There are ample dockage facilities at Dyea for handling freight in any amount promptly and safely. The old method of landing outfits and freight by boats and lighters on the beach at high water is dangerous and occasions presentation of parties interested in lighters and landing charges. Insist on having your freight landed at the Dyea wharf, where it will be properly warehoused and cared for instead of being dumped on the beach and exposed to the weather. "This is signed by L. G. Kaufman, secretary."

Several passengers of the Elder wish to state that it was only through the great skill of the officers of the vessel that another sad catastrophe is not chronicled. The officers claim that they would not be surprised to hear of many accidents during the 36-hour gale of last week in the northern waters.

The Elder on the 18th stopped at the scene of the wreck of the Corona, where it was learned that providing no accident occurred the ill-fated steamer would be raised by Messrs. Goodall & Co. not later than the end of February.

The Sugar Conference. LONDON, Feb. 22.—The Post says that London has decided to postpone the international sugar conference indefinitely owing to the want of unanimity among the best growing powers. The paper adds that Great Britain will probably lose no time in inviting a conference in London, where the difficulties that have occurred at Brussels are not likely to arise.

THE NICKEL INDUSTRY.

An Export Duty Would Put Millions Into Enterprise in Canada.

TORONTO, Feb. 21.—(Special)—The Globe's Ottawa correspondent, in an article dealing with the growth of the mining interests of British Columbia and of nickel production in Ontario, after referring to the agitation in various quarters as to whether export duties on nickel are at present too much engaged in absorbing information regarding the probable effect of an export duty on copper and nickel ore, or required very little pressure from Ontario to secure the duty, and that pressure would doubtless be applied when the people of Toronto, Hamilton and other centres in which nickel is now being present understood that the refining in Canada of nickel ore would mean work for a company capitalized at \$20,000,000 and would employ thousands of men. The nickel which is exported to Queen Charlotte sound is worth \$498,615, would if refined be worth almost \$3,000,000.

WASHINGTON'S BIRTHDAY.

Senator Morgan Would Celebrate It by Building in Haast the Greatest Warship Afloat.

PHILADELPHIA, Feb. 22.—President McKinley to-day attended the Washington's Birthday commemoration exercises of the University of Pennsylvania. The President was the principal speaker. He devoted himself entirely to eulogizing George Washington. Many representatives of newspapers throughout the country were present expecting that the President would refer to the disaster to the Maine, but they were disappointed. WASHINGTON, Feb. 22.—As soon as the reading of the historic oration by the hostess, Mrs. Wood, was concluded by Mr. Lodge in the senate to-day, Mr. Hawley, of Connecticut, chairman of the military affairs committee, called up the bill providing for the enlistment of two regiments of artillery for service in manning the heavy coast defence batteries which congress has provided in the past two years. There was no opposition to the measure and it was passed by a vote of 52 to 20.

Mr. Morgan, of Alabama, offered and secured the addition of a resolution instructing the committee on naval affairs to inquire and report to the senate whether a war ship of the United States, completely abated but a heavy snow storm was encountered. Several casualties occurred during the trip, and all the passengers were more or less injured. Among the most seriously injured was Mr. E. A. Cassel, president of the Junco board of trade and representative of the Dyea Contract Transportation Company of Seattle, who had his knee broken by being thrown against the deck during the storm. Another cabin passenger named Davis, of California, had his wrist broken. Captain Henkle, who was completely exhausted, laid down in his bunk for a few minutes, leaving the vessel in charge of the pilots. Mr. Cassel was in the captain's stateroom on a sofa. The ship took a heavy lurch, throwing the captain from his berth across the stateroom, where he struck a heavy blow on the steam heater and was knocked senseless, but soon recovered and was on the bridge again, though considerably the worse for his injuries. Mr. Cassel was also thrown from his berth and had a rib broken on his left side. He left the ship here for the Sound.

WARSHIPS FOR SALE.

A Number in Great Britain Being Built for Impetuous Governments.

LONDON, Feb. 22.—Two armored vessels, six protected cruisers, thirteen torpedo boat destroyers and five torpedo boats are now building in Great Britain for foreign governments. A number are purchasable and the Japanese are supposed to have the option on several. The warships ordered for South American governments are considered as being for sale to the highest bidder. Thompson Bros. say that Spain had arranged to buy the two remaining destroyers of the four completed some time ago at the Clyde Bank yards, but they were not ordered, presumably owing to lack of payments.

ALBENI AFFAIRS.

Farmers' Institute Organized—Court of Independent Foresters Established.

ALBANY, Feb. 21.—A large and representative meeting of the farmers of Albany district was held on the afternoon of Saturday, the 19th inst., in the town hall here, for the purpose of finishing the organization of a farmers' institute and other business. E. H. Wood, who was appointed secretary pro tem at a previous meeting, presided until the new officers were elected. Thirty-six joined the institute as members of the institute. The following are the officers: President, Alan W. Neill; vice-president, Wm. Leeson; directors, E. L. Gill, Leslie Reeves, Stanley Bayne, Mr. E. H. Wood was asked by the meeting to resign as secretary-treasurer. When the officers were selected Mr. Neill took the chair amid applause and delivered an inaugural address, touching on the importance of such an institution to the farmers. A number of suggestions were made by those present as to the future to be taken in hand. After the general meeting adjourned a directors' meeting was held, at which the articles of association and a programme was arranged for the next meeting, which takes place at the town hall, Albany, on Wednesday, March 2.

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CANADA TO BE FORCED.

Sub-Ports of Dyea and Skagway to Be Closed Unless Certain Concessions Are Made.

Miners' License Regulation the Subject of This Special Protest From Washington.

NEW YORK, Feb. 21.—A Washington despatch to the Sun says: The state department, upon the recommendation of Secretary Gage, has decided to employ strong measures of retaliation against Canada unless the Ottawa government consent to modify the regulations affecting the issue of miners' licenses in Alaska. It is expected that a communication on the subject will be sent to the Canadian cabinet to-morrow by the department.

Secretary Gage says that the new sub-ports of Dyea and Skagway were established last year for the purpose of extending better accommodation to foreign shipping, and especially British. American ship owners did not need these sub-ports, since American vessels engaged in the coasting trade do not need to use a particular port at which to enter their cargoes. In view of this courtsey, extended mainly for the benefit of Canadians, Secretary Gage regards Canada's regulations affecting miners' licenses as ungenerous and unreasonable. The state department, it is expected, will represent to the Canadian government that unless the regulations shall be modified, the sub-ports of Dyea and Skagway will be abolished by the treasury department.

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THE DOUBLE DROWNING.

Further Particulars of the Recent Accident off Salt Spring Island.

A correspondent sends the following more complete story of the very sad accident at Salt Spring Island on Saturday evening last, by which two young men, residents of the Island, lost their lives: "The day had been very stormy, a strong northeast gale setting in towards evening. At about 5.30 p.m. Messrs. Harold W. Scott and George F. Smedley started in a small boat from the Ganges Harbor wharf to cross the water to their own home, Westfield, on the opposite shore. Nothing more was seen of them until the following afternoon, Sunday, when the boat they had used was found lying in a disabled condition on the shore. A hat and other articles on the beach made it evident that there had been an accident, and shortly afterwards the two bodies were found near one another on a reef, covered by three or four feet of water. The following day, evening, at about 7.30 last night, two houses were destroyed, built directly under the cliff, opposite and a little west of the Victoria Hotel. The disaster occurred suddenly, without a moment's warning. One house was crushed down by the weight of snow above, while the upper stories of the other were cut clean off from the first story and overturned in front of it upon the street. A whole family named Labrecque were in this upper part of the house during the storm, but escaped practically unhurt. In the lower flat resided one Angers, his wife and six children. The father and two children, aged two and five respectively, were taken out dead. Mrs. Angers is in a critical condition.

AWALANCHE AT QUEBEC.

Two Houses Destroyed and Four Persons Killed, While Several Miraculously Escape.

QUEBEC, Feb. 23.—(Special)—Four lives were lost by an avalanche at South Quebec, about 7.30 last night. Two houses were destroyed, built directly under the cliff, opposite and a little west of the Victoria Hotel. The disaster occurred suddenly, without a moment's warning. One house was crushed down by the weight of snow above, while the upper stories of the other were cut clean off from the first story and overturned in front of it upon the street. A whole family named Labrecque were in this upper part of the house during the storm, but escaped practically unhurt. In the lower flat resided one Angers, his wife and six children. The father and two children, aged two and five respectively, were taken out dead. Mrs. Angers is in a critical condition.

SAND STORM AT SEA.

The Heavens Obscured for Days by Red Sand Permeating the Air.

PLYMOUTH, Feb. 23.—The steamer Roslyn Castle from Table Bay, arrived here to-day two days overdue. She reports that on February 1 she encountered what seemed to be a fog but which proved to be a sand storm. The air was permeated with red sand and for 900 miles the sun and stars were invisible. Observations were impossible until the ship reached Madeira, and on the entire distance the vessel worked her way by dead reckoning.

TARTE'S LIBERAL ENEMIES.

Will Complain at Ottawa of an Unfair Distribution of Soup Tickets.

MONTREAL, Feb. 23.—(Special)—The anti-Tarte section of the Quebec Liberals are preparing for an organized kick, their grievance being the method of distributing government patronage in Montreal and elsewhere. There have been meetings of discontent for some time and now the local malcontents have made up their minds to ventilate their grievances at Ottawa.

BANKING AT DAWSON.

The British North American to Enter the Field With the Commerce.

MONTREAL, Feb. 23.—(Special)—The Bank of British North America has about decided to open a branch at Dawson City to compete with the Commerce. Although the latter will enjoy the government patronage, the Bank of British North America hopes to get a good share of other business.

A GREAT CARRIER.

The White Star's Mammoth Cargo Ship Makes Her First Trip Across the Atlantic.

NEW YORK, Feb. 23.—The new White Star freight and passenger steamship Cymric, the largest cargo carrier in the world, has arrived here on her maiden trip from Liverpool. She met rough weather all the way across, and she was forced to run at about three-quarter speed. Her time was 11 days, 2 hours and 49 minutes and her average speed 11.53 knots. Her commander, Captain Henry St. George Lindsay, formerly of the Adriatic, says the Cymric is the steadiest ship he has ever seen at sea. He put a glass full of water on one of the saloon tables when leaving Liverpool and not a drop was spilled on the passage. On her trial trip the Cymric made about 17 knots per hour. Her engineer, Richard Owens, expects to cover the distance between New York and Liverpool in about eight days. This is the same as the Britannic and Germanic when the seas are smooth.

THE PASSENGER WAR.

Canadian Interests Will Be Served by Victory of the C.P.R. Over the United States Combination.

TORONTO, Feb. 23.—To-day's Evening Telegram says editorially: "Good luck to the C.P.R. Canada's sympathies will be entirely with the C.P.R. in the fight which is making its way to the Yukon. It is not in the interests either of Canada or of the C.P.R. that a dollar should go to an American line if the C.P.R. can divert the dollar to its own coast. The Grand Trunk has business interests which encourage it to send traffic to the Yukon via American routes. These interests are entirely opposed to Canada's interests. It would be unreasonable to expect Canada to take the business view of the question and to therefore withhold its sympathy and support from the C.P.R., which in the fight has no interests which are not the interests of Canada.

ONTARIO ELECTIONS.

The Government Quite Done For According to the Chief Opposition Organ.

TORONTO, Feb. 23.—(Special)—The World says of the election: "Judging from the reports received from all parts of the province the defeat of the present administration seems inevitable. The present outlook is that the Conservatives will carry the four Toronto, the two Ottawa, the two Hamilton, the two Kingston, Brockville and London. In the Essex peninsula two or three seats are to be redeemed. All the Middlesexes, including Hon. G. W. Ross's seat, are booked to Tory. The Niagara counties and Haldimand and Montcalm are looked upon as wins. The capitulations of Grit castles are looked for in Mid-Western and Northern Ontario, and to crown all, East York, Mr. Whitney's stronghold, is expected to record beyond a doubt a big majority for the opposition and the coming premier.

In Monck, Beck, the independent candidate, has retired. Joseph Martin, independent, is in the field in North Centre Bruce. Shore, independent, drops out in East Middlesex. In London and North Oxford there were surprises. C. A. Gould and Mr. B. Ashplant came out as labor candidates in London, while in North Oxford besides Pattin, Liberal, and Kaufman, independent, previously announced, E. E. Towle, independent, and A. Montague, straight Conservative, were nominated.

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Sand Storm at Sea.

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ROYAL BAKING POWDER.

Loyal makes the food pure, wholesome and delicious.



NEWS OF THE CAPITAL.

Hamilton Smith Says He Would Build Railway for Quarter the Subsidy Promised.

Speedy Arrangement of the Deal Prevented the Submission of His Offer.

The Commons Goes Electioneering.

—Booming Edmonton Route—Yukon Crops.

(From Our Own Correspondent.)

OTTAWA, Feb. 22.—On Sir Wilfrid Laurier's motion the house adjourned to-day until next Tuesday. He assigned the storm as the reason, but the Ontario elections is the real cause.

The premier read correspondence and made a statement concerning Hamilton Smith's offer to build the Yukon railway. The correspondence embraces a letter from Smith to Premier Laurier, written last week, containing the offer already published. Mr. Smith began by pointing out the great advantage of the Dawson trail where he wanted to place the railway. He went on to say that he had some time before communicated to Mr. Sifton through a mutual friend a proposition to construct the railway. This friend brought back word that the government would prefer the Stikine route, where "The Grand Trunk" has business interests which encourage it to send traffic to the Yukon via American routes. These interests are entirely opposed to Canada's interests. It would be unreasonable to expect Canada to take the business view of the question and to therefore withhold its sympathy and support from the C.P.R., which in the fight has no interests which are not the interests of Canada.

After reading the letter, Sir Wilfrid Laurier stated that when he received it he was struck by the name of Hamilton Smith, Sir Richard Cartwright and Blair being present. At that meeting Mr. Smith was asked the name of the Montreal friend by whom he sent his offer to Mr. Sifton. He named Sir Wm. Van Horne. Afterwards Mr. Sifton stated that no offer had been received through Van Horne. Sir Wilfrid Laurier concluded by reading a letter from Van Horne, in which the latter said he had not made any offer to Sifton for the construction of this railway, and that he was not authorized by Mr. Smith's company to do so.

This ended the statement read by Premier Laurier. It seems to show that there was a misunderstanding between Mr. Smith and his Montreal friend. However, it is maintained that the government did not give Mr. Smith a chance to tender after the route was decided on, and that he lost no time as intended, to place his offer to construct the railway for, it is claimed, one quarter of the subsidy proposed in the measure before the house.

Major Cook, Prince of Wales Rifles, Montreal, will have command of this year's Bielez team. Capt. Smith, St. John Rifles, will be adjutant. The snowstorm, which lasted three days, cleared to-night, but railway traffic is paralyzed.

Eastern boards of trade will interview the government on Thursday in favor of the Edmonton route. The curfew by-law was wiped out last night.

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