New Manager Is Appointed

Theodore H. Macdonald Assumes Management of the Albion Iron Works.

Probablility That Plant Will Be Increased and Improved.

An important event in the history of the Albion Iron Works took place yesterday when Theodore H. Macdonald, who was appointed manager at a recent meeting of the board of directors, took formal charge of the establishment.

Mr. Macdonald is a man of wide experience in his calling as a mechanical engineer, having gained practical knowledge of the business in all its branches in the best shops in the United States. He resided for many years in San Francisco, where he held a responsible position with the Fulton Iron Works—a large establishment which does an extensive business in shipbuilding, as well as general machine work. He was specially engaged as engineer of the great Ewa plantation in Hawaii, and was also connected with the Honolulu Iron Works, spending three years in the Pacific islands. Returning to San Francisco he accepted a position with the Electric Light Works, where he remained until called East to Worcester, Mass., to take charge of a department in the International Power company's works. This firm is famous for its manufactures of steam and air compressing machinery, and more recently for the success it has achieved in introducing to Eastern manufacturers the Deisel engine, which is operated with crude petroleum and does away entirely with boilers, the oil being utilized by being passed in a spray through a chamber charged with superheated air. The Deisel engine, it is claimed, is much less costly to run than a gas engine, and does very efficient work. It is being used extensively in Germany and Russia, and is gaining in favor wherever it has been introduced in America.

Mr. Macdonald arrived from the East yesterday, and made a cursory inspection of the Albion Iron Works plant. He will spend a few days here, getting acquainted with the establishment, and will then go to Vancouver to inspect the company's plant in that city, of which he will also have charge.

Seen by a Colonist representative yesterday, Mr. Macdonald was reticent as to his plans. He declined to express an opinion as to the condition or capability of the Albion Iron Works plant as he finds it, pointing out that that was a matter which could not interest the public, and was wholly a subject for consideration by the directors to when he has submitted his report. He intimated, however, that it is quite within the probabilities that additions and alterations may be made to the plant, and that the scope of the establishment and its producing power in certain lines may be considerably increased so as to meet the requirements of an increasing patronage. Mr. Macdonald is much pleased with Victoria, the little he has seen having created a very favorable impression of the city's capabilities as a business, manufacturing, and shipping point.

THE ALBION IRON WORKS.

This establishment was founded in 1881, under the management of Mr. J. Spratt, who carried it on with varying success until 1882, when it was merged into the present company, for the purposes of iron founders, engineers, boilermakers, and manufacturers of marine and land engines, fish-canning and mining machinery, hydraulic giants, pipe, etc. The company was incorporated with a capital stock of $500,000, one-half of which is fully paid up. Mr. James Dunsmuir was elected president, R. P. Rithet, vice-president, and W. F. Bullen, secretary and manager. Since the incorporation as a company, their success has been uninterrupted, and they have been obliged to increase their facilities for manufacturing, so that now they can compete successfully in most productions with the San Francisco and Eastern firms. Their premises on Chatham and Store streets occupy three and a half acres of land. In the early days of their existence the Albion Iron Works did some notable work amongst which was extensive repairs to H. M. S. Amphion, the building of large Corliss engines, the casting of miles of water pipes for the city water works, the building of railway cars, steamers, tug boats, and supplying the latter with boilers and engines. The Albion Iron Works stands at the head of the manufacturing industries of Victoria, and is second to none of its kind on the Pacific Coast, and under the management of Mr. Macdonald and with modern additions to the plant, it should soon be without a peer in this part of the world.

INTERIOR RANGES.

Horses For Douglas Lake Company—Winter Stock Outlook.

Kamloops, B. C., Jan. 27.—(Special.)—K. B. McLennan, formerly of the Vancouver Transfer company has arrived in Kamloops with a carload of Clydesdale horses for the Douglas Lake Cattle company, Nicola, purchased in Ontario, principally from Graham Bros., of Claremont. Torpedo, a bay three years old, by Prince Sturdy by Cedin by Prince of Wales, imported by Clarke of Minnesota, bought at the International from him by Graham's, is a horse which takes the eye as a particularly snug compact horse, with a good head, middle and excellent feet. He is in good trim, and weighed before shipping 2,015 lbs.

The other horse is a big upstanding brown, which should make a very heavy horse. He weighs as a 3-year-old, 1,985 lbs; he is rangier than the first, and will probably in another year or so fill out and grow into an extra large horse. He stands 17 hands 1 now. Wayward Boy was sired by Imported Archer. These two horses should leave their mark at Douglas lake and improve in weight the already well known horses of this ranch. Mr. McLennan brought out also eight mares, also Clydes, of a good heavy stamp. One 4-year-old mare weighs 1,800 lbs. There are several which when filled out will weigh as much. Four of the mares are in foal to Graham Bros.' Young Macqueen, the International champion and winner of many other prizes.

Altogether the shipment is bound to be of great benefit to the district, and prove a profitable one to Mr. Graves and his company.

The snow in the neighborhood is gradually disappearing, and stock men have taken a brighter view of things in consequence. The early fall of snow and subsequent rain forming a crust on the snow made many anxious, and feeding became general. As a general thing however there is a good deal of hay in the country, and it looks as if stock throughout the Nicola, Chilcotin, and Thompson river country will come through all right, although there is still a month when severe weather may be expected.

Horses and stock are still in fair condition, but little hay is now being fed except to the calves, and the beef stock. Apart from Douglas Lake company there is not much beef left in the Nicola district.

The big ditch at Kamloops is being dug under difficulties, as there is reported to be about one foot of frozen ground to contend with. A special plough is now being tried. The contractor, who made the irrigation canal at Lethbridge, has some 30 teams working, and he expects to undertake at the completion of this ditch, the canal projected by the C. P. R. from the Bow river to Medicine Hat, some 80 miles long. The successful carrying out of the Thompson flat scheme will make a great difference to the town of Kamloops, and if successful will no doubt lead to other schemes of a similar nature being taken up.

LINER ASHORE.

Report That Unknown Vessel Is Wrecked on Welsh Coast.

Holyhead, Wales, Jan. 26.—An American liner is reported to be ashore off Aberfraw Point, 15 miles South of Holyhead. A heavy gale is raging in St. George's Channel. The name of the vessel is not yet known. Part of the crew have gained the shore in the steamer's boats, but it is stated that the remainder are unable to get ashore owing to the heavy seas running.

New York, Jan. 26.—It is very improbable that any vessel of the American line of steamers is ashore at Aberfraw Point. Vessels of the American line Philadelphia-Liverpool service sail from Liverpool on Wednesdays and the steamer bound from Philadelphia to Liverpool, which might be in that locality, is the Noordland. It is most likely that the Noordland has reached St. George's Channel, as she has not been reported passing off the Irish coast nor arriving at Queenstown, where she always stops, unless prevented by a severe gale. It is not improbable that the vessel is the Chesapeake and Ohio Steamship Company's steamer Shenandoah, which left Newport News on January 13 for Liverpool, and which passed Kinsale, on the Irish coast, early Monday, bound to Liverpool.

WILL SOON PAY DIVIDENDS

Manager of Granby Mine Gives Very Interesting News.

"Within four months the Granby company expects to commence the payment of dividends," said Jay P. Graves, manager of the company, to the Spokesman-Review. "At a meeting of the company held in Montreal on the 15th of the month, President S. H. C. Miner made the official announcement of the fact. I am not in a position to say what the dividends will be, but they will be of respectable size on our issued capital of $13,350,000. Of course, we are prognosticating the dividends on the expectation that we shall have no untoward difficulty, such as a further break in our coal or coke supply.

"At the meeting in Montreal five new American directors were added to the board, making twelve in all, and I feel safe in saying that the Granby now has the strongest directorate of any copper company in the United States. The men whom we have added include John Stanton, statistician on copper for the American government, and president of the great Osceola Copper Company, of Michigan, who is recognized as one of the leaders in the metal industry in this country. Then we have William H. Nichols, president of the Nicholls Chemical Company of New York and head of the General Chemical Company, a successful $40,000,000 trust. George Martin Luther, a director, secretary and manager of the Nicholls company, is another director. The fourth is Jacob Langaloth, president of the American Metals Company, the largest selling agent of metals in the world. Lastly we have Clement Houghton, a Boston capitalist, who has been heavily interested in the Michigan copper fields and is in the Amalgamated Copper Company.

"The old directors include President Miner, W. H. Robinson, A. C. Flumerfelt, W. H. McKecnick of Granby, P.Q., and Fayette Brown, of Montreal, all of whom are Canadians, and A. L. White of New York and myself. There are seven Americans to five Canadians now on the board.

"The newcomers are heavily interested in the company, and I have sold them a large volume of stock at $4 a share, or at a valuation of about $5,300,000 for the company. The corporation is now out of debt and has its smelter in shape to handle 1,600 tons of ore a day, while the mine is being equipped to produce 5,000 tons a day. We are arranging to increase the capacity of the smelter to about 2,300 tons a day by the 1st of June. It has been currently reported that the Granby has 15,000,000 tons of ore in sight. I do not care to say more about our tonnage than that."

"It has been asserted that the Granby is treating $5 ore. Is the ore running above or below that figure?" Mr. Graves was asked.

"We have never treated ore running so low as $5. All our product is above that figure, even with metals at the low valuation which now prevails."

At the recent meeting Mr. Miner announced that the company has no liabilities.

The Granby mines are in the Boundary district, at Phoenix, B. C., and the smelter is at Grand Forks, B. C.

YUKON'S GOLD OUTPUT.

More Than Eighty Million Dollars Taken Out Since 1885.

The British Yukon is the greatest gold producer of the North. More than $80,000,000 is represented in the gold output of Yukon Territory, properly that portion of the Yukon basin north of and exclusive of the camp of Atlin.

Figures utilized in obtaining this total are taken from the records in the Canadian government offices of the department of the interior, from 1897 to the 1st of January, 1903; from statements furnished by the Northwest Mounted Police for 1895 and 1896, and from trading companies from 1885 to 1894, inclusive. The output for the different years follows:

1885	$ 50,000
1886	50,000
1887	70,000
1888	40,000
1889	175,000
1890	175,000
1891	40,000
1892	87,000
1893	176,000
1894	125,000
1895	250,000
1896	300,000
1897	2,500,000
1898	10,000,000
1899	16,000,000
1900	22,275,000
1901	16,304,682
1902	11,930,264
Total	$80,547,946

The output for 1902 is shown to be lighter than in previous years, but this argues little as to the activity in the Yukon, and the Klondike camp in particular. The fact that the cream of the marvelous claims on Bonanza and Eldorado was taken out between 1897 and 1902 gave the years in those intervals more gold with less labor than perhaps will ever again be equaled in the North. But the gold-producing creeks and the placer area have been greatly increased. Many creeks of no small consequence in the Yukon have been developed the last two years, and a great deal of low-grade ground which was unprofitable in the early days has been brought within profitable range the last year by the reduction of transportation rates and the consequent reduction of the cost of installation of machinery, living and wages. While the gold is not so plentiful in certain small districts it is being obtained over a far greater area, and more men than ever before have been actually pursuing mining on methodical and systematic lines in the territory.

To Repeal Ward System

Voters League Debate Advisability of this Change In Civic Affairs.

After Full Discussion Matter Is Laid Over For Another Session.

The debate on the question of the abolition of the ward system was continued at the regular meeting of the Voters' League last night.

W. G. Ker was voted to the chair, and the discussion on Mr. Morley's commissioners scheme which was on deck at the close of last week's meeting, was taken up. The proposer offered a few remarks in further explanation of the ideas which he had in mind when drafting the scheme. The proposal to abandon the ward system was the first principle of the system to receive attention. Mr. Laird offered a resolution looking to the abolition of the ward system.

A. Henderson was in doubt as to whether the majority of the citizens were in favor of such a change. The mover ought to show how the change would work better than the present system. The working of "the pull," said to be prevalent now, would only be increased under the new order of things.

W. Laird was willing to admit that the present system was good, but he thought that it might be made better. At present there was a lack of unity of action and there was also a manifest inequality in the number of electors in the different wards. The expenditures were not now as equitably made as they would be if the city elected the Aldermen at large.

Mr. Grant thought that the majority of the citizens were in favor of the abolition of the ward system. It created a great deal of animosity in the Council chamber. He had not come prepared to discuss the measure.

Mr. Henderson thought that the trouble with most of the speakers was that they did not seem to have any knowledge of what actually took place in the Council.

E. Bragg was in favor of the abolition of the ward system.

J. E. B. Lovell was afraid that it was not borne in mind that the wards were divided, not according to area or population, but by revenue. This was a common sense and equitable method of dividing the city. He hadn't yet heard any good reason why the ward system should be departed from.

Mr. Morley pointed out that the great argument against the ward system was that at present an owner whose property was in another ward to that in which he resided, could not vote for the man who represented that property at the Council board.

P. C. McGregor thought that the main good that the abolition of the ward system would have would be that itw ou'd have a tendency to make the voter use his power better and be more careful who he elected. Unless the ward system were abolished it was sure to come to pass that there would be three more Aldermen for a new ward at Victoria West. The public have an erroneous idea of what was done in the Council. He couldn't see why if repairs were needed on streets on which Aldermen lived, that those repairs should not be carried out.

A. B. McNeil recalled that nearly all the Aldermen at the last election spoke in favor of the abolition of the wards. It was a question whether the Council should represent population or property. There was a growing tendency to make population the basis of representation alone. It it were a good thing to elect a school trustee from the entire body of electors it ought to be equally satisfactory in the case of Aldermen.

J. F. McMillan was afraid that if there were anything wrong with the ward system it was not on account of the system, but of those who ran the machine. It might be well, however, to reduce the number of Aldermen, as it was quite possible that two from each ward ought to be quite sufficient to attend to the business of a city of the size of Victoria. After seventy years' trial of the ward system in Toronto it had been found to work satisfactorily.

J. Maynard, too, thought that it was not the system that was to blame. It was a matter of electing better men to represent the wards. If better men were elected it would put a stop to the pull. Independent men could not be influenced by any such means. However, he was in favor of abolishing the ward system.

Mr. Humphrey said that if a ticket of nine men were put up in any one section of the city, provided the ward system were done away with, they might very easily be elected. By means of the ward system a better selection of men could be secured. There was no such thing as "the pull" about which so much had been made so much.

Mr. McNeil proposed adjournment of the debate, which was agreed to.

PHOENIX.

More Railway Prospects Ahead for Town.

Phoenix, B. C., Jan. 27.—(Special)—James H. Kennedy, chief engineer of the Victoria, Vancouver & Eastern Railway & Navigation Company, accompanied by C. A. Des Brisay, of Spokane, the latter being the right of way agent of the company, were in the city last week, for the purpose of securing the right of way, wherever there is need for the line in this locality. Mr. Kennedy stated that he had secured the right of way now to the Granby smelter, and part of the way up Forth of July creek on the way to Phoenix. Construction is to begin just as soon as the snow is gone, so as to admit of building operations, and will be pushed to a speedy completion, so far as the line to Phoenix is concerned. P. Welch & Co., of Spokane, are the contractors for this part of the railway, having been awarded the contract a year and a half ago, before so much delay in getting into Grand Forks had been met with.

Mr. Kennedy stated that in about seven months passengers from Phoenix could go direct to Spokane over the Great Northern system without changing cars. The route finally decided upon to reach Phoenix is that up Fourth of July creek from Grand Forks, thence by way of Summit camp and Providence creek, this route being preferred over another survey, which would run South of here, instead of North, in circling to get into this camp. The two gentlemen met a number of those interested in property on the right of way in this vicinity, and it is not thought there will be any difficulty in coming to terms with those owning such property.

FOUND DEAD.

Body of Woman Discovered in a shed—Man Commits Suicide.

Vancouver, B. C., Jan. 26.—(Special.)—The body of an unknown woman was found in a shed attached to a cabin on Powell street, today.

It may obtain that the woman met her her death as a result of cruelty. Last evening a man heard a woman screaming in a cabin on Alexander street. The cabin was locked and he forced the door, when the woman ran out and disappeared. Next morning she was found dead by the police. She had wandered around half the night trying to get shelter in a hotel, and failed. She came from Eagle Harbor, and had picked up with an Italian. Her name is not yet known.

G. L. Bernier and W. Neave, who arrived from Australia this week, claim that they are the advance guard of hundreds who are preparing to emigrate from Australia to British Columbia and the Northwest. Mr. Bernier prophesies a large migration to Canada in the next few years owing to depression and discontent in the Antipodes.

Thos. Hawkins, a railroad engineer, running out of Seattle, came to Vancouver for a holiday. He got drinking heavily, and when recovering from his debauch swallowed an ounce of laudanum. He died six hours after taking the dose.

Anderson-Wilson.—Last evening Rev. J. F. Vichert united in marriage Mr. J. G. Anderson, time-keeper for the Victoria Lumber & Manufacturing Co., of Chemainus, and Miss M. M. Wilson, of this city.

J. Bishop of San Francisco, is at the Queen's.

SELLING ON SUNDAY.

Man in Toronto Fined But Will Appeal.

Toronto, Jan. 26.—(Special)—Magistrate Kingsford this afternoon delivered judgment on the case against A. Campbell, proprietor of the Grand Union hotel, charged with violating the Lord's Day Act, by selling newspapers and a box of cigarettes on January 4. Campbell was found guilty, fined $5, and will be supported in an appeal by other hotel keepers. News Agent McSweeney, of the Iroquois, was also fined $5 for a similar offence.

John Templeman, 40 years old, a resident of this city, dropped dead yesterday morning while on his way to Erskine Presbyterian church.

There are sixteen cases of smallpox reported on the Tyndinaga Indian reserve near Deseronto; nine cases are reported from St. Thomas, four at Ema and one at Peterboro. These last were all traced from St. Thomas.

The C. P. R. will tear down the North Toronto station and build a handsome new one at Toronto Junction.

CAPT. GRIGGS DEAD.

He Was a Pioneer on the Red River.

Winnipeg, Jan. 26.—Capt. Griggs, who died in Wenatchee, Wash., today, was a pioneer of the Red River, and ran the first line of boats to Fort Garry from Minnesota. He was associated with J. J. Hill. He founded Grand Forks, N. D.

POLICE AND LICENSE COMMISSIONERS

Names of Officers Selected by Provincial Government For 1903.

The provincial government announces the appointment of the following police commissioners:

Victoria—Ald. Alexander Stewart and W. H. Price.

Nelson—Ald. John A. Irving and Alfred J. Marks.

Nanaimo—Ald. Albert Edward Planta and John H. Cocking.

Rossland—Ald. John Dunlap and Charles Robert Hamilton.

Trail—Ald. J. P. Byers and R. M. Perdue.

Kaslo—Ald. Samuel Fawcett and Neil F. Mackay.

Slocan—Ald. J. G. McCallum and Charles E. Smitheringdale.

Sandon—Ald. E. A. Cameron and E. A. Atherton.

LICENSE COMMISSIONERS.

The following have been appointed license commissioners:

Victoria—Ald. F. W. Vincent and W. F. Fullerton.

North Victoria—John Scovell, of Salt Spring Island; Washington Grimmer, of Pender Island; Julius Brethour, of North Saanich; chief license inspector, Constable A. M. Ego, of Plumper Pass.

South Victoria—Edwin John, of South Saanich; John S. Shopland, of Victoria district, J. P.; John Sinclair, of Cadboro Bay; chief license inspector, Sergt. F. S. Murray, of Victoria.

Esquimalt—H. F. Bullen, of Oakdene, Esquimalt, J. P.; G. R. W. Stuart, of Hatley Park, Colwood; John Muir, of Sooke, J. P.; chief license inspector, Superintendent F. S. Hussey, of Victoria.

Cowichan—David Alexander, of Duncans; James Norcross, of Somenos; Donald McPherson, of Cobble Hill; chief license inspector, Constable A. H. Lomas, of Duncans.

Nanaimo—Ald. Morgan Harris and Gilbert McKinnell.

South Nanaimo—Richard H. Gardner, of Ladysmith; Grant Jessup, of Ladysmith; Henry McGuire, of Cedar district; chief license inspector, Constable George Cassidy, of Ladysmith.

North Nanaimo—Thomas Haggart, of Wellington; Richard Wallis, of Nanoose Bay, J. P.; Duncan A. McMillan, of Englishman's River; chief license inspector, Constable C. A. Cox, of Alberni.

Vancouver—Alexander S. Munro, M. D., and George MacDonald.

Rossland—Ald. John Dunlap and Charles Robert Hamilton.

Kaslo—Ald. Samuel Fawcett and Neill F. MacKay.

Slocan—Ald. J. G. McCallum and Charles E. Smitheringdale.

Sandon—Ald. E. E. Cameron and E. R. Atherton.

Trail—Ald. J. P. Byers and R. M. Perdue.

Golden—G. B. McDermott, of Golden; Charles A. Warren, of Golden; Charles H. Parsons, of Golden; chief license inspector, Constable S. Redgrave, of Golden.

Windermere—Samuel Brewer, of Fairmount, J. P.; Joseph Lake, of Athalmer; W. B. Santo, of Peterborough; chief license inspector, Constable Colin Cameron, of Peterborough.

North Yale—M. P. Gordon, of Kamloops; John R. Mitchell, of Kamloops; John Clapperton, of Nicola; chief license inspector, Constable E. T. W. Pearse, of Kamloops.

Northeast Yale—T. J. Cummisky, of Vernon; Edwin Weddel, of Kelowna; Frederick Appleton, of Enderby; chief license inspector, Constable E. C. Simmons, of Vernon.

Southeast Yale—Richard L. Camstof, of Keremeos, J. P., A. Megraw, of Camp McKinney, J. P.; W. Lytton Shatford, of Fairview; chief license inspector, Constable R. B. Venner, of Camp McKinney.

Atlin—Almeron S. Cross, of Atlin; J. A. Fraser, government agent, Atlin, S. M.; J. St. Clair Blackett, of Atlin; chief license inspector, Constable Walter Owens, of Atlin.

Nelson—James Arthur Gilker, of Nelson; John Henry Matheson, of Nelson; Robert J. Hamilton, of Nelson; chief license inspector, Chief Constable W. H. Bullock-Webster, of Nelson.

Ashcroft—James A. Tait, of Spence's Bridge; John Jone, of Savona; Isaac Lehman, of Ashcroft, J. P.; chief license inspector, Constable J. W. Burr, of Ashcroft.

Slocan—W. H. Davidson, of Slocan; W. H. Brandon, of Silverton; Duncan H. Weir, of New Denver; chief license inspector, Constable J. T. Black, of New Denver.

Ainsworth—Neil F. Mackay, of Kaslo; George Stott, of Kaslo; John D. Moore, of Kaslo; chief license inspector, Chief Constable W. H. Bullock-Webster, of Nelson.

East Lillooet—William Saul, of the Mound; William Walker, of Bonaparte; William Boyd, of 70-Mile House; chief license inspector, Constable John McMillan, of Clinton.

Nelson—Ald. O. Morrison and Frederick Starkey.

Fort Steele—James Duncan McBride, of Cranbrook; William Henry Whimster, of Fernie; F. Burn, of Fernie; chief license inspector, Chief Constable L. R. Forbes, Fernie.

ROSS WILL ACT.

Report That He Will Introduce Temperance Measure.

Toronto, Ont., Jan. 27.—Premier Ross, it is understood in Government circles, has decided to act on the mandate of the 199,000 odd electors who supported the Liquor Act in the recent referendum vote, and will introduce some drastic measures of temperance.

Victoria Poetess.—In the January number of the Canadian Magazine appear some verses, "The Passing of the Year," by Elizabeth M. (Bessie) Nuttall. The young lady is a British Columbian born and bred, and has frequently poems of merit in the columns of the Colonist.

LET 'EM ALL COME

TO THE GREAT

Cash Boot and Shoe Sale

WE FIRE OUR FIRST SHOT FOR 1903. HAVING A LARGER STOCK THAN WE GENERALLY CARRY, WE HAVE DECIDED TO CLEAR OUT ALL SURPLUS STOCK AT CUT RATE PRICES.

120 Pairs Men's Box Calf, Goodyear Welt, Lace Boots	$2.25
90 Pairs Men's Box Calf, Goodyear Welt, Lace Boots, Blucher	$2.75
16 Pairs Men's Hand-Made Lace Boots	$2.00
113 Pairs Men's Plain Toe, Blucher's, a dandy, at	$2.00
60 Pairs Men's Working Boots, lace and Congress	$1.00
30 Pairs Men's Box Calf Lace Boots	$1.25

You Couldn't Get More If You Paid Twice as Much.

96 Pairs Ladies' Dongola, Heavy Sole, Patent Tip	$2.00
160 Pairs Ladies' Dongola, Lace Kid Tip	$1.25
120 Pairs Ladies' Dongola Strap Slippers	90c
24 Pairs Ladies' Felt Boots, Leather Soles	50c
60 Pairs Ladies' Box Calf, Goodyear Welt, Lace	$1.75
30 Pair Ladies', all sorts and kinds	75c

YOU TAKE NO CHANCES HERE.

140 Pairs Misses' Lace and Button Boots, sizes 11 to 2	$1.00
120 Pairs Misses' Oil Pebble Button, Heavy Sole, sizes 11 to 2	$1.20
95 Pairs Misses' Box Calf, Lace and Button, sizes 11 to 2	$1.50
48 Pairs Misses' Dongola Lace, very fine	$1.50

RIGHT SHOES ON BOTH FEET.

90 Pairs Youths' Heavy Lace Boots	75c
160 Pairs Boys' Lace Boots, all right, at	$1.25
60 Pairs Boys' Box Calf Lace Boots, 1 to 5	$1.75
30 Pairs Youths' Box Calf Lace Boots, 11 to 13	$1.35

If You Don't Buy Shoes Here We Both Lose Money.

30 Pairs Children's Button Boots, sizes 8 to 10	55c

IF YOU DO NOT SEE WHAT YOU WANT COME INSIDE AND SEE THE BARGAINS WE ARE OFFERING.

JAMES MAYNARD,

85 Douglas Street, - Oddfellows Block

THE INTERIOR OF THE PROVINCE

Pamphlet Descriptive of the Vast Undeveloped Areas Just Issued.

The Bureau of Provincial Information has just issued, and is circulating Bulletin No. 9, devoted to the undeveloped areas of the great interior of British Columbia:

Bulletin No. 9 is issued in compliance with the demand for information respecting the lands of the Northern Interior. Inquiries are very numerous and varied from many quarters, more particularly from Manitoba and the Northwest in Canada, and from Western and Pacific Coast States of the United States.

The information supplied is taken from a variety of sources, official and otherwise—the reports of provincial land surveyors, from the reports of the Dominion Geological survey, the report by H. P. Bell, C. E., 1896, from the reports of delegates sent by the Government and prospective colonists to the Bulkley and adjoining valleys, and from interviews with private parties having special knowledge of the several districts described. Professor John Macoun, of Ottawa, whose knowledge of the Peace river country in British Columbia is well known, has contributed a chapter of special interest and value.

The parts of the country dealt with are in the main the valley of the Hamaltheo river, the country between Chilco river and Tatla lake, the Chilcotin country, the Nechaco and Blackwater valleys, the country along and East of the Bella Coola river, the Kitimaat valley, the fertile country in the vicinity of Ootsa lake, the Bulkley and Kispyox valleys, bordering on the Skeena river; the Peace river country, where the largest available and compact area of land in the province exists: the valley of the Canoe river, into which Yellow Head Pass opens, and a number of smaller and more or less detached areas, principally pastoral in character. These are for convenience indicated in red on the accompanying map. In the aggregate, there is much land included in the foregoing districts which is suitable for agriculture, but, in a general way, grazing, dairying and stock-raising will be the principal industries of the future. The grass is luxurious, rich and nutritious, and an abundance of pure water is found everywhere—an ideal stock country, especially for dairying purposes. As a rule, for a few months in the winter, cattle would be required to be fed, necessitating the growing and storing of feed. The native grasses are characteristic of the whole country—peavine, vetch, red-top, wild timothy, wild rye and blue grass. The bunch-grass is confined to the Southern Interior. Timber sufficient for local requirements is found in every locality, while mineralized areas extend throughout. The grasses, mineral indications, timber resources and climate are incidentally dealt with in what follows. Not sufficient, however, is known of the country as a whole to give definite information on many points of interest to prospective settlers or explorers. Nor, indeed, is sufficient known to correctly map the country, and in many instances it will probably be found that current maps require extensive revision.

The matter of reaching these districts and of settlement require special consideration. At present there are no regular lines of communication, and settlement is practically out of the question. Bulkley Valley and Ootsa lake countries can be reached from one side by going up the Skeena river, and from the other either from Bella Coola, whither we go by steamer, or by way of Ashcroft, through the interior via Chilcotin. By the latter route, Nechaco and Blackwater are also reached. The Peace river lies in the Northeast corner of the province, and may be reached from Hazelton, on the Skeena river, or Babine. Mr. Valleau, gold commissioner in Omineca, who went in in 1901, started from Manson creek. The distances traveled were as follows:

	miles
Manson to St. James	125
St. James to McLeod	90
McLeod to mouth of Parsnip	120
Mouth of Parsnip to Canyon	70
Over Canyon Portage	15
Canyon to St. John	70
	490

Two railways contemplate extending their systems through British Columbia to the Coast, the Canadian Northern and Grand Trunk railways. When these shall have been constructed and branch lines are built settlement will be greatly facilitated. It is possible, however, that as soon as the intentions of the companies in question are definitely known, a number of settlers will anticipate their coming by going in and pre-empting lands.

The pages immediately following are taken from Bulletin No. 6, dealing with the Skeena river district, with special reference to the Bulkley Valley, regarding which very numerous inquiries have been made. The pages in question were condensed from reports of Messrs. Poudrier, Bauvreau and Corrigan, made some years ago. It is possible that in some instances the conclusions arrived at were not the result of personal observation, but, in a general way, they have been confirmed by subsequent investigations.

It is impossible, without an accurate survey of the whole country, to give a correct estimate of the area of land suitable for pastoral and agricultural purposes. In many parts of it only a few white men have ever been, and only at long intervals. The distance from the base of supplies, and the almost total lack of lines of communication of any kind, have rendered exploration very difficult. Estimates of the extent of country have been attempted from the imperfect data available, which, including the Peace river district, give a possible area of from 2,500,000 to 3,000,000 acres of what might be termed pastoral land, part of which would be suitable for general mixed farming. The advent of railways will give a stimulus to prospecting and exploration, when, together with governmental surveys, the more accessible districts will be definitely outlined, and the acres of land suitable for occupation accurately determined.

OBITUARY.

Death of Matthias Rowland, One of the Pioneers of Vancouver Island.

The scythe of Father Time has mowed down another old-timer—Matthias Rowland, of Burnside. The deceased came to Vancouver Island in 1850 (in company with Dr. J. S. Helmcken), in the service of the Hudson's Bay Company. After following the hardships and vicissitudes pertaining to the early days of that service, Mr. Rowland devoted his attention to agricultural pursuits, his energy in which direction compare favorably with the new-comers' grumble and do-nothing policy. The suburbs of Burnside road bear ample testimony to the indomitable energy of the deceased. He leaves an only son, Mr. J. W. Rowland, who has been, and still is, confined to the house with rheumatic complaint, to whom the sympathy of old and new friends are extended in this bereavement.

The funeral of the late Mrs. Wm. Hodge took place yesterday afternoon from the family residence, Rupert street, to the Metropolitan Methodist church, where Rev. Elliott S. Rowe conducted appropriate services, the choir singing the deceased's favorite hymn, "Safe in the Arms of Jesus," and "Nearer My God to Thee." Afterwards, by request, the friends were permitted to view the remains. A large number attended and many beautiful floral tributes were presented. The pall-bearers were Messrs. Robt. Ely, McElrane, Robt. Winters, Arthur Lee, J. L. Armson and Isaac Walsh.

The funeral of the late W. H. Smith took place yesterday afternoon from the family residence, Cook street, where Rev. E. G. Miller conducted appropriate services. The following acted as pallbearers: Messrs. W. P. S. Killand, B. Stapleton, J. Johnson, Geo. Kenney, W. McKeen and Arthur Holmes. There was a large attendance and many beautiful floral tributes.

Word was received on Saturday evening by F. W. Valleau, gold commissioner, of the death of Joseph Lyon at Hazelton, on the 24th inst. Mr. Lyon was at one time Hudson's Bay Company agent at Hazelton, and lately engaged in mining at Tom creek, Omineca district.

Mrs. Ewen Macdonald, wife of Ewen Macdonald, chief factor of the Hudson's Bay Company, died at Michipicoten, Ont., on the night of January 20. Mrs. Macdonald had been ill for nearly a year. The disease which caused her death, followed as the result of a severe attack of typhoid fever, says the Winnipeg Free Press.

The late Mrs. Macdonald was well known in Winnipeg, having resided here in the vicinity of St. John's for a number of years, the better to be able to attend to the education of her children. She leaves, besides her husband, who is now in very poor health, a family of five sons and three daughters, all grown up except two younger sons, who are now attending St. John's college. She was a daughter of the late Alexander Hunter Murray, chief trader in the service of the Hudson's Bay Company. Mrs. George Black, of this city, is a sister, as were also the late Mrs. W. J. MacLean and the late Mrs. S. L. Bedson. Mr. Alex. C. Murray, of the Hudson's Bay Company, at Fort St. James, B. C., is a brother of the deceased, and Mrs. H. M. Robinson, of the city of New York, is also a sister.

The subject of this memoir was born at Fort Yukon, Alaska, December 2, 1848, a place now familiarly known in connection with the recent rich gold discoveries in that section of country. The late Alex. H. Murray, of the Hudson's Bay Company, was the first to establish a fur-trading post for the company in that district.

Mrs. Macdonald, by her bright, happy and generous disposition, made herself dear to her many friends, and was noted for her hospitality and sympathy with the sick and suffering. During her residence in this city, she took an active interest in church and charitable work, and was particularly identified with the organizations connected with St. John's parish and the Hospital Aid Society.

The funeral took place in Winnipeg to St. John's cemetery.

IMPORTATION OF NURSERY STOCK.

Time Extended to April 15, Instead of March 15.

The Department of Agriculture has been advised that in response to the strong representations which have been made, the Hon. Minister of Agriculture has recommended that an extension of one month be allowed for the importation into British Columbia of nursery stock, from those countries to which the San Jose Scale Act applies, viz., the United States, Japan and Australia, and that His Excellency the Governor General in Council has been pleased to order that the prayer be granted. The time therefore for the importation of such trees and plants as come under the San Jose Scale Act is extended for one month, viz., from October 15 to April 15, instead of to March 15 as heretofore.

BANK OF FRANCE SALARIES.

Pay of Managers and Clerks—The Pension Scheme.

From New York Post.

The staff of the Bank of France consists of 1,093 employees at the central office and 1,341 at the various branches. A candidate for a clerkship must be between the ages of 19 and 30 years and pass an examination. There are several schools in which candidates are "coached."

The salary at first is 2,000 francs ($386) in Paris and 1,800 francs (347) at the provincial branches. Napoleon, when he founded the bank, decreed that the first manager might call himself governor if he liked, since titles cost nothing, and his salary might be as large as the shareholders pleased—as the bank would pay: "It might even go as high as 60,000 francs" ($11,850). The business of the bank has increased tenfold since that time, but the manager's salary has not exceeded the limit laid down by Napoleon, and is still, I believe, 60,000 francs ($11,850); but as the bank is a private company, it is difficult to obtain the information regarding the salaries.

The governor must hold 100 shares and the two sub-managers 50 shares each. Every clerk must lodge, as a guarantee, one share in the bank, or sufficient government stock to produce 130 francs ($25.09). The amount of the guaranty increases as the clerk rises in grade, and in the case of a manager of a provincial bank is fifteen bank shares or "rentes" sufficient to produce 780 francs ($150.54) a year.

After thirty years' service in the office, or twenty-five years as an outdoor collector, a clerk is entitled to pension equal to half his average salary during the last three years. This pension is increased by one-fiftieth for each year he serves beyond the regular period, but must not exceed two-thirds of his yearly salary.

PRICE OF COAL.

Injunction Against Dealers Who Fix a Price.

Detroit, Jan. 26.—A preliminary injunction was issued today against the Detroit Coal Exchange, an organization of 30 dealers, restraining the exchange from fixing the minimum price at which coal shall be sold. The fact was brought out that 14 of the largest dealers have resigned from the exchange, leaving the smaller dealers to settle with the law.

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.