

KETTLE RIVER RAILWAY.

Sir William C. Van Horne has written a long letter to the Toronto Globe in reply to the editorial which appeared in that newspaper regarding the application of Mr. Corbin to the Dominion Parliament for a charter to build a railway in the Boundary district. They are mistaken who indulge the belief that a man of figures and hard practical facts like Sir William cannot wield the pen like a litterateur; even like a Saturday Review critic for vigor and intensity. He "goes for" the Globe like a Trojan, his opening sentences affording a capital example of what is to follow. Here they are: "Sir—I am astonished beyond measure at the editorial in the Globe of yesterday, on the Kettle River railway. The responsible editor must have been abroad, for the fairness and good business judgment, and the patriotic sentiment, which usually characterize the Globe, seep to me to be all wanting."

Sir William then declares that the C.P.R. is a national institution rather than a private commercial enterprise paying dividends to its shareholders and operated wholly for their benefit and profit. He declares the C.P.R. do not intend to ask for any subsidy for the line they intend to build from Columbia river to Boundary district, which will be done at great expense, through the mountains, instead of zig-zagging across the international boundary line, "which would not suit the C.P.R.'s purpose." Sir William says he has no objection to Mr. Corbin's personally, but immediately afterwards refers to that gentleman as a lion who devours Canadian lambs. Having put forward the C.P.R.'s determination to ask for no subsidy in respect of the Kettle River, or Boundary district extension as a magnanimous and patriotic act on the part of the C.P.R., Sir William then refers to Mr. Corbin's similar determination: "It is no merit that Mr. Corbin has asked no subsidy. To have asked Canada for a subsidy to enable foreign railways to compete with his business would have been insolent."

Which is, at least, not handsome of Sir William to his opponent, and a trifle contradictory besides. Sir William then quotes the freight charges on Mr. Corbin's Nelson branch road—one dollar a ton on ore to Northport, Wash., two dollars a ton for lumber to Seattle, but does not mention Mr. Corbin's statement, that the building of the Kettle River line would enable him to equalize the rates, nor does he give Mr. Corbin's reasons for the higher rates to Nelson, which, in fairness to Mr. Corbin he ought to have given. Sir William says the word "monopoly" has terrors for the unthinking which override all arguments, and claims that the C.P.R.'s rates are not monopolistic. He then refers to an important statement of the Globe thus: "You say that Mr. Corbin produced evidence that ninety per cent. of the goods he carries into Rossland and its neighborhood is of Canadian origin. This is a mistake. He produced only something which shows that he knows to be very wide of the truth."

But he does not put forward one word in support of this sweeping charge, although the refutation of such a statement as that made by Mr. Corbin would be of the utmost service to the C.P.R. in this argument. He declines that the tapping of Boundary district by American lines will result in loss to Canada of one hundred million dollars within the next ten years, but as no figures or other proofs are put forward in support of this statement, and as we are informed by our Ottawa correspondent that Mr. E. V. Bodwell utterly demolished this argument of Sir William it need not concern us much. Here, however, is a curious case of pleading regarding the claim that the C.P.R. is working not so much for itself as for the interests of the country at large: "Enormous sums of public and private money have gone into it and it has become the greatest commercial artery of the Dominion. It cannot efficiently serve the purpose for which it was created if its strength is sapped continually for private ends. To potent it must be kept strong. Every line permitted to enter Canadian territory from the south changes the balance of the scales in favor of the Canadian Pacific, and we have at this time an illustration of the use which is made of them."

That is, all competition, Canadian or American, is to be sterner put down than the C.P.R. may be "kept strong so that it may be potent"; potent what for? That its shareholders may reap greater profits? British Columbia is peculiarly at the mercy of the C.P.R. Many of the very Victorians who voted against the Corbin charter send their goods to the Okanagan and Kootenay country by way of the American lines rather than pay the exorbitant C.P.R. charges. In this province we want railway competition if we want anything. The Kettle River road beyond question would prove a boon to the whole of southern British Columbia by affording cheap transportation and by breaking down monopolistic rates. We have no animus against the C.P.R.; when it is the C.P.R. against the United States lines we back the home line; but the present is far from being such a case. The C.P.R., according to Sir William C. Van Horne, wants the Canadian people to nurse and coddle it perpetually, and prevent any competition, "blowing" with frosty breath upon its ears; but we hope the Canadian people through their representatives at Ottawa will not hinder healthy competition. It is greatly in the interests of British Columbia that the Kettle River line should be built. Is it not enough to all thoughtful Canadians that the C.P.R. is a monopoly when they realize that this corporation, the C.P.R., has an influence powerful enough to make boards of trade do its bidding, and legislators carry out its behests? Does any British Columbian believe the action of the Vancouver and Victoria boards of trade and of the British Columbia government was free, independent, and unfinanced or disinterested? He little knows the C.P.R. who thinks that. This province is in the presence of a great crisis; the provincial government has, in our opinion, basely committed itself, by adding a servile, cowardly and uncalculated resolution to Ottawa against the passage of a charter the vast majority

of the people of this province are convinced will be beneficial in the highest degree. We wish it were possible to believe that action was taken sincerely in the interests of the province and not as a result of C.P.R. wire-pulling.

THE STIKINE ROUTE.

Notwithstanding repeated attempts of certain contemporaries to twist the remarks we made regarding the Stikine route into an attack upon that route, we are quite as much pleased as they to learn that affairs there have taken a more favorable turn. Let us for the sake of clearness, reiterate briefly our "attack" on the Stikine route. A fortnight or three weeks ago we warned all persons intending to go in by the Stikine to remain in Victoria until the reports received from there as to the condition of the river for travel were more favorable. Wrangell, we pointed out, upon the authority of unimpeachable witnesses, was, compared with Victoria, a most undesirable place to spend any time in, dirty, unsanitary, expensive and uncomfortable. We counselled the north-bound travellers to give Victoria the preference seeing they had to wait. Some who went to Wrangell came back to Victoria disgusted with conditions in the American town; they thereby were out of pocket the round trip fare between Victoria and Wrangell, and will now have to spend more money to get to Wrangell again. Our sole aim and object in writing what we did was to save the prospectors and miners the trouble and expense for this we have been vilified by a Victoria newspaper and by a Vancouver newspaper, and praised by men of experience fully acquainted with the facts. Hence, in spite of the terrible denunciations of those "interested" newspapers, which described the foregoing warnings as an "attack," and "playing into the hands of aliens," we still exist. The Times, however, as everyone knows, has always been a strenuous advocate of the Stikine route, but was not so blind to the real interests of the city as to advise men to go to Wrangell in face of such reports as were coming down. We are not "interested" in Wrangell; we don't care a continental about Wrangell, which is a filthy, miserable, filthy-maned place. For this we have been vilified in places for men who have outlived in Victoria to spend their precious time and good money waiting for the Stikine to freeze hard enough to bear. The wise men who have waited quietly in Victoria for the first news of that satisfactory state of things know, perhaps, even better than our infallible critics, whether we were right in advising as we did. Our only regret is that the "highly satisfactory report" does not come from some trustworthy source, say from some Canadian or American miner who has no "interest" either in Wrangell or in the Stikine; yet it is only fair to Mr. Bethune to say that we believe he would not send out the report he has done unless there was ground for it. Therefore, let us all rejoice that things are as they are and no worse.

IMPROVED TELEGRAPH SERVICE. Most devoutly it is to be wished that the statements published elsewhere in this issue regarding the improvements to be made in the present telegraphic service between Victoria and the mainland will be verified by fulfillment. There is scarcely a more grievous drawback to the business in this city than the irregularity and uncertainty with which the existing telegraph service is attended. Victorians have borne most philosophically with the existing delays to which they are subjected, but the time has come when the transaction of their business with the outside world; but the remarkable increase in trade, the vast influx of visitors, the revival of commerce at this port which has been witnessed within the past six months have all contributed to bring home more clearly the insupportable character of the telegraph service; and the Canadian Pacific Telegraph Company have not bestirred themselves a day too soon to remedy the matter. A good deal has been heard of late regarding the intentions of the Western Union Telegraph Company and the Pacific Sound Telegraph Company to extend their lines to Victoria, but we are still waiting for the realization of these promises. It may be said with safety that the extension of either of those systems here would be most heartily welcomed by the business community. Although we may seem a reasonable and independent thing to say in British Columbia at the present time, we shall yet see, by saying it, competition is the life of trade and pretty nearly the life of everything. Among other things that Victoria needs and must have if the march of progress now begun is to be kept up with any degree of vigor, none, perhaps, takes

precedence of better telegraphic facilities. We need improved streets; an improved harbor, improved sidewalks and many other improvements, though the business community, having waited so long for these can afford to wait a little longer, but not for a telegraph service capable of handling their business; that they must have with as little delay as possible. We hope sincerely the steamship Tarrin did not leave England without that copper cable, and that, if it has really come no verdigris will be allowed to accumulate upon it while the owners are debating how it is to be put in operation.

PROVINCIAL FINANCES.

Since the opening of the present session of the local legislature the people have been treated to a style of campaign on the part of the government which, although not without precedent in provincial annals, is still fortunately rare. The government have, as the Vancouver News-Advertiser expressed it very well the other day, been governing by points of order. Their tactics have been wholly of the obstructionist kind, and the treatment meted out to the opposition has been most unfair. Almost everything the opposition has proposed in the way of amendments has been voted down; the proposals have been unheeded and the whole procedure of the assembly turned into a farce so far as independence of play are concerned. It would be tedious to recapitulate the instances of this bullying, but whoever has followed the reports day by day cannot fail to have been really struck by this strange method of government; those who should be curious to pursue this investigation may do so by looking up the files of the daily press; it is all on record and incontrovertible. That line of policy on the part of the Turner government has been consistently followed, and yesterday, they did not depart from it. It has hitherto been the custom to permit the house to move the adjournment of the debate on the estimates to allow the opposition to make themselves familiar with the details. This year the government have withdrawn that privilege and have "sprung" the debate upon the house before the house is ready for it. The excuse offered is that the opposition, who in discussing the question will have to find time to do so, will be in the same fix as the government, who, as the premier alleges, are no better off in this respect. What is the meaning of this? There is something in those estimates the government want to hide; is it the enormous deficit? Is it the bungling, or the loss? (Exposed in the Times some months ago) Whatever it is, it is all of a piece with the government's marked session. Then there was the government's action regarding the questions of privilege by Messrs. Sword and Williams. Mr. Sword requested a return of all the expenditures made by special warrant, and on enquiry into the cause of delay in presenting them to the house. Mr. Williams requested a return of all orders entered in any way relating to the land grant to the Nelson and Port Sheppard Railway Company, and copies of all correspondence thereon. "Mr. Williams," says the report, "aid he would like to discuss the matter with the premier. Hon. Mr. Turner replied that Mr. Williams had been exposed, but he assured him he would get it a little later, and in the house then proceeded to orders of the day, and then entered upon the budget. The government is abusing its power in a shameful manner, and the people should not forget the fact."

KETTLE RIVER RAILWAY. Discussing the Kettle River Railway Bill now before the Railway Committee of the Dominion House, and over which the C.P.R. magnates and the representatives of the interests of British Columbia are having such a hot argument, the Toronto Globe finds the proposal to build a railway in Canada without public aid "pleasingly startling," and an "altogether welcome innovation," and would, instead of meeting those who make it with anything resembling hostility, give them every opportunity of carrying out their project. We should rather say so, too, Sir William Van Horne has politely characterized as "humbly" the statements of Mr. E. V. Bodwell that Canadian trade would not be diverted to the United States by the building of this line. But nobody is likely to take Sir William seriously in his criticism of Mr. Bodwell; the aim of the C.P.R. in Southern British Columbia is too well understood. Now, the Globe makes short work of the argument concerning the diversion of trade, quoting Mr. Corbin's statement that 90 per cent. of the goods carried on the line now running across the border into Rossland is of Canadian origin, and that the same would be the case with goods carried by the Boundary country. The Globe then cites the case of the Crow's Nest railway where it was argued that without it the trade of that region would be led away from Canada, and points out how any fiscal advantages Canadian goods enjoyed were lost by the diversion of trade to the United States. The Globe then asks, "What is the advantage to the Dominion if the Boundary line is built, and that they are not to be lost?" It asks, "What is the advantage to the Dominion if the Boundary line is built, and that they are not to be lost?" It asks, "What is the advantage to the Dominion if the Boundary line is built, and that they are not to be lost?"

THE LATE MR. HAMLIN. Hundreds of Victorians who knew him will mourn the sad end of the late Mr. Hamlin, civil engineer, under circumstances so painful. Such a death is truly appalling, and even the meagre details which have reached the city, little more than a mere statement of the death, are nevertheless sufficiently graphic to enable anyone to see that the Yukon country in winter is a region where no man can afford to take any risks, and where none but men inured to hardship and trained to the rugged toils of Arctic travel should attempt to stir from camp. Mr. Hamlin was a man of fine physique, and sixty is not an age that debars a man from venturing forth where younger men may go; he was excellently provided as to outfit and he had a wide experience in this sort of thing, yet he perished. How many of the men who went in to Dawson last autumn have met a similar fate under similar circumstances? Most of them were not so well provided as Mr. Hamlin, and it is reasonable to suppose that they would join in the rushes to the new discoveries. In a country like the Yukon men are apt to drop out of sight as they die in the ocean, and the departure of the snow and ice may reveal many mute evidences of tragedies by the way. No man, in face of the news that comes here from time to time, should go in to Dawson without a first-class outfit; and it would seem the safer thing for men, especially during the winter season, to travel in strong parties. Had Mr. Hamlin had several men with him he might be alive and well to-day. There is safety at any time in numbers, but particularly in a country like that around the Yukon river where the grip of the Arctic winter increases its ordinary difficulties a hundredfold.

THE ESTIMATES PRESENTED. Details of Allowance for British Columbia—Civil Service. Ottawa, March 28.—The estimates for coming year, commencing July 1st, are higher than the vote of last year, though there is nominally a decrease of a million dollars. The chief increase is \$396,000 for government of the Yukon district, of which \$50,000 is for salaries and expenses, and \$346,000 for the services of police. Circuit allowance for British Columbia Judges is increased \$23,000; \$15,000 is added to the British Columbia penitentiary appropriation, but \$1,000 less is allowed for retiring allowances in British Columbia. Hon. J. O'Reilly's retiring allowance is \$20,000 and Judge McCreeght's \$2,666; \$40,000 appears for a survey of the Edmonton route, and \$45,000 for a survey from the Stikine river to an ocean port in British Columbia. For Dominion public buildings in British Columbia, general improvements, repairs, etc., \$5,000 is provided; for the Victoria public building and treasury there is an item of \$16,000; for Nanaimo a harbor and quarantine station, for crew, alterations, improvements, furniture, instruments, etc., \$4,000; for Nanaimo harbor, improvements to the south channel, \$10,000; for Columbia river improvements above Golden \$5,000; Fraser river improvements to the delta \$20,000; general repairs and improvements to harbors, rivers and bridges, \$20,000; Skookum river, \$3,000; Columbia river, the removal of rocks above Revelstoke, \$2,000; Duncan river improvements in the narrows between Upper and Lower Arrow Lakes, \$5,000. The dairy and creamery votes are reduced by \$10,000, and the vote for British Columbia is increased \$5,000. Six additional third-class clerks and six more letter carriers have been appointed for Victoria, five for Vancouver.

THE LADIES APPRECIATE THE BLESSING. A Great Discovery Peculiar to Diamond Dyes. As stated in previous newspaper articles it is an impossibility to dye cotton goods with a dye prepared for wool goods. East Diamond Dyes for Cotton and mixed goods are now being sold in all important discoveries of the day. These special dyes for cotton and mixed goods have been given to the world only after the most severe and critical tests which proved them to be far ahead of all other cotton dyes. These cotton dyes are perfect to dye in light and soap and water; of no other dyes is this true. Past Diamond Dyes for Cotton and mixed goods should be used by all cap makers and by those who dye rags for mats and rugs. At the country fairs all prize winners for rugs, mats and carpets owe their success to Diamond Dyes. When you are buying dyes take no substitutes from any dealer; ask for and insist upon getting the "Diamond" every time.

THE CORBIN SCHEME. Winnipeg and Toronto Boards of Trade Are Opposed. Winnipeg, March 28.—A joint meeting of the council of the Winnipeg board of trade and the Winnipeg Grain Exchange was held this afternoon to consider the matter of a charter being asked by the Dominion house for a railway into the Boundary district of British Columbia. A resolution was passed favoring the construction of a road by the Canadian Pacific railway, provided the line did not enter United States territory, and that they are prepared to build the line on practically the same ground as the proposed Kettle River Valley railway, and on the same terms of building and government control of rates as was offered by the Kettle River Valley people. The resolution has been telegraphed to the minister of railways, the chairman of the railway committee and E. W. Jamieson, M.P., for Winnipeg. Toronto, March 28.—The council of the board of trade have passed resolutions condemning Corbin's Kettle River railway project.

Heart Sceptics Are Convinced in Thirty Minutes. Dr. Agnew's Cure for the Heart gives relief in 30 minutes in most acute cases needed to convince the most sceptical of heart disease. One dose is all that is needed to convince the most sceptical. Thousands of lives have been saved through its timely use. It is one of the wonders of modern medical science. For sale by Deem & Hiscocks, and Hall & Co.

Turner government. Where it will end if the people do not take care there is no prophesying. It is coming pretty hard on the people's pockets now, this amateur financing; ten dollars a head this year—how much next?

British Columbia, according to the recent Dominion census of the Indian population possessed 24,946 Indians in 1891, as compared with 25,008 in 1886. Ontario is the only province in Canada where the Indians are increasing. There they in 1896 numbered 17,043; and in 1897 they had increased to 20,200, which is remarkable. Besides the Indians in the provinces there are thousands of them scattered about the north lands beyond the Saskatchewan and Hudson Bay.

It is pointed out by an English paper that by the deaths of Sir Henry Havelock-Allen and Viscount Combermere the country is relieved of payment of pensions amounting to \$15,000 a year. This monstrous unjust burden upon the toiling taxpayers of the United Kingdom will be reduced by \$20,000 when the present Duke of Wellington dies, and \$60,000 a year will be lifted off the shoulders of the nation by the deaths of Viscount Hardinge, Baron Seaton, Baron Raglan, and Baron Napier. The pension system is Great Britain's disgrace, and is almost, if not quite, as idiotic as the land laws of the country.

London Truth's vessel deals thus with the suggestion that the dragon of Wales be added to the royal standard. Quite so, it is a dragon and a leopard, and a lion. Other dependencies, be sure, in turn will have a try on. From Canada they may request room for a beaver, too; and the regular meeting of Australia may with reason ask: "Why not India enlarge us on the flag an elephant to place?" The Cape may for an antelope bittlingly seek space.

Whist colonies we need not name would fit it only for a bear. To add a tiger and a lion, a camel and a bear! In short, all should get their way for the sake of the patriots. They'd of our Royal Standard seem a small matter, make it.

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THE WAR FEVER

Senator Mason Urges the United States to Fight Spain At Once.

Washington, March 29.—Senator Mason followed the introduction of the war resolutions in the senate with a vigorous speech. He described vividly the disaster of the Maine, and said if 90 of the victims had been senators, or some of the others, it would not have been for days before they would have been shot. He said that he was not a pacifist, but that he was a patriot, and that he was for war. This declaration brought out a vigorous outburst of applause from the gallery. Mason declared that there could not be peace as long as a European nation owned and bought slaves in the West Indies. He said it was not necessary for the Maine case to fix responsibility for the explosion, but that it was a Spanish mine. Hence Spain must answer.

He would oppose any proposition looking to an indemnity as he would oppose making a diplomatic incident of the catastrophe. He would oppose any kind of autonomy or any plan to assist Spain. His demand was that the Spanish flag be removed from the waters of the United States. Neither did he believe Cuba should be returned to an indemnity to Spain. "Let us beware," said Mason, in concluding his address, "of the danger of our fathers; war that shall insure the honor and respect of our flag all over the world."

Congress Favors Immediate and Aggressive Action Rapidly Coming to a Head. Washington, March 29.—Members of the house who favor immediate and aggressive action are discussing all sorts of methods by which the house can be brought to a vote. The speaker is holding the chair during the consideration of the naval appropriation and attaching to the appropriation a resolution recognizing the independence of Cuba as a free state. But all this talk seems to be in the air, the conservatives have to contend with the overwhelming protest which is going up against the resolution. The foreign affairs committee of the house is in a peculiar condition. Chairman Hitt is in the senate, and the members of the committee will not meet until Thursday. If a way can be found to secure a majority of the house on the resolution, it will be done. If not, the public members of the house and senate will be against the proposition to vote money for supplies to sustain the struggling Cubans, unless it be accompanied by action which will stop war.

Represents of the Illinois chairman of the house committee of militia today introduced a joint resolution declaring war between Spain and the United States. It was referred to committee. Rapidly Coming to a Head. Washington, March 29.—Senators and others who talked with the president last night, and today, are now proceeding for an armistice camp from Spain and while it is being considered by the president, he insisted that any proposed armistice must be accompanied by other conditions, which Spain has not shown a disposition to accept and perhaps will not accept. It is the opinion of the senator that matters would be brought to a head within a very short time.

All Parties of One Mind. Washington, March 29.—The populists and silver Republicans held a conference today. It resulted in resolutions presented by Allen in the senate and Bell in the house, declaring for Cuban independence. SIGSBEE'S REPORT. The Maine Was Anchored at an Unfrequented Buoy. Washington, March 28.—Captain Sigbee, in testifying before the court of inquiry, said that his ship was anchored in the harbor of Havana the last time January 24, 1898. After he took on an official pilot sent on by the captain of the port, he was anchored in the harbor according to his understanding, at one of the regular buoys of the place. He could not state whether the Maine was placed in the usual berth for warships, but said that he had heard remarks since the explosion, using Captain Stevens' name, that the commandant of the Ward line steamer City of Washington, as authority for the statement that he never knew, by all his experience, of six or seven years, a man-of-war to be anchored at that buoy; that he had rarely known a merchant vessel to be anchored there, and that it was the least used buoy in the harbor.

No report was received from the chief engineer that any coal had been too long in the bunkers, and that the fire alarms in the bunkers were sensitive. The regulations regarding inflammable materials on board, Captain Sigbee testified, were strictly carried out in regard to storage, and that the vessel was subject to the same careful discipline. Inflammables were stored in chests according to the regulations, and inflammables in excess of capacity were allowed to be kept in the bath room of the admiral's cabin. Regarding the electric plant of the Maine, Captain Sigbee stated that there was no serious grounding nor sudden flaring up of the lights and total eclipse.

COMING TO AMERICA. Emile Zola to Deliver a Series of Lectures in the United States. New York, March 29.—The Herald prints the following: Emile Zola has agreed to come to the United States to give a series of lectures. Edmund Gerson, of this city, has received a cable from him accepting the terms offered for a lecture tour, but not setting any definite date for sailing. The subject of the lectures are not yet known, but the case of Captain Dreyfus and anti-Semitic agitation will probably be among them. Zola has been permitted to take an appeal from his conviction, and the time of his visit to America may depend upon the result.

TO DECLARE WAR. Washington, March 29.—Senator Rawlins, of Utah, introduced today joint resolutions recognizing the independence of Cuba and declaring war against Spain. Senator Foraker offered the same resolution for Cuban independence. Mr. Foraker spoke of the delay caused by the De Lome incident and the Maine accident, but declared that the Cuban question would come up whatever was done with the Maine. The resolutions were sent to the committee on foreign relations.

Steamer Victoria sailed for Seattle on Monday morning with a large crew. Another batch of soldiers of the 10th Cavalry are scheduled to sail for Skagway, Juneau and Sitka. British ship Claverdon, which arrived last night after a trip in the North Sea, is on her way to the Orient. The ship Claverdon brings no news of the steamer Victoria. Reports that she was on her way to the Orient are unfounded. R. M. S. Empress of India departed from Yokohama for San Francisco on Monday morning. She has a large crew and is expected to arrive in San Francisco on Wednesday. The Empress of India is a fine ship and is expected to be a success.

WITH THE MARINERS

Capt Hackett of the Libby Has 360 Skins—He Says Seals Are Plenty but Weather Bad.

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He would oppose any proposition looking to an indemnity as he would oppose making a diplomatic incident of the catastrophe. He would oppose any kind of autonomy or any plan to assist Spain. His demand was that the Spanish flag be removed from the waters of the United States. Neither did he believe Cuba should be returned to an indemnity to Spain. "Let us beware," said Mason, in concluding his address, "of the danger of our fathers; war that shall insure the honor and respect of our flag all over the world."

Congress Favors Immediate and Aggressive Action Rapidly Coming to a Head. Washington, March 29.—Members of the house who favor immediate and aggressive action are discussing all sorts of methods by which the house can be brought to a vote. The speaker is holding the chair during the consideration of the naval appropriation and attaching to the appropriation a resolution recognizing the independence of Cuba as a free state. But all this talk seems to be in the air, the conservatives have to contend with the overwhelming protest which is going up against the resolution. The foreign affairs committee of the house is in a peculiar condition. Chairman Hitt is in the senate, and the members of the committee will not meet until Thursday. If a way can be found to secure a majority of the house on the resolution, it will be done. If not, the public members of the house and senate will be against the proposition to vote money for supplies to sustain the struggling Cubans, unless it be accompanied by action which will stop war.

Represents of the Illinois chairman of the house committee of militia today introduced a joint resolution declaring war between Spain and the United States. It was referred to committee. Rapidly Coming to a Head. Washington, March 29.—Senators and others who talked with the president last night, and today, are now proceeding for an armistice camp from Spain and while it is being considered by the president, he insisted that any proposed armistice must be accompanied by other conditions, which Spain has not shown a disposition to accept and perhaps will not accept. It is the opinion of the senator that matters would be brought to a head within a very short time.

All Parties of One Mind. Washington, March 29.—The populists and silver Republicans held a conference today. It resulted in resolutions presented by Allen in the senate and Bell in the house, declaring for Cuban independence. SIGSBEE'S REPORT. The Maine Was Anchored at an Unfrequented Buoy. Washington, March 28.—Captain Sigbee, in testifying before the court of inquiry, said that his ship was anchored in the harbor of Havana the last time January 24, 1898. After he took on an official pilot sent on by the captain of the port, he was anchored in the harbor according to his understanding, at one of the regular buoys of the place. He could not state whether the Maine was placed in the usual berth for warships, but said that he had heard remarks since the explosion, using Captain Stevens' name, that the commandant of the Ward line steamer City of Washington, as authority for the statement that he never knew, by all his experience, of six or seven years, a man-of-war to be anchored at that buoy; that he had rarely known a merchant vessel to be anchored there, and that it was the least used buoy in the harbor.

No report was received from the chief engineer that any coal had been too long in the bunkers, and that the fire alarms in the bunkers were sensitive. The regulations regarding inflammable materials on board, Captain Sigbee testified, were strictly carried out in regard to storage, and that the vessel was subject to the same careful discipline. Inflammables were stored in chests according to the regulations, and inflammables in excess of capacity were allowed to be kept in the bath room of the admiral's cabin. Regarding the electric plant of the Maine, Captain Sigbee stated that there was no serious grounding nor sudden flaring up of the lights and total eclipse.

COMING TO AMERICA. Emile Zola to Deliver a Series of Lectures in the United States. New York, March 29.—The Herald prints the following: Emile Zola has agreed to come to the United States to give a series of lectures. Edmund Gerson, of this city, has received a cable from him accepting the terms offered for a lecture tour, but not setting any definite date for sailing. The subject of the lectures are not yet known, but the case of Captain Dreyfus and anti-Semitic agitation will probably be among them. Zola has been permitted to take an appeal from his conviction, and the time of his visit to America may depend upon the result.

TO DECLARE WAR. Washington, March 29.—Senator Rawlins, of Utah, introduced today joint resolutions recognizing the independence of Cuba and declaring war against Spain. Senator Foraker offered the same resolution for Cuban independence. Mr. Foraker spoke of the delay caused by the De Lome incident and the Maine accident, but declared that the Cuban question would come up whatever was done with the Maine. The resolutions were sent to the committee on foreign relations.

Steamer Victoria sailed for Seattle on Monday morning with a large crew. Another batch of soldiers of the 10th Cavalry are scheduled to sail for Skagway, Juneau and Sitka. British ship Claverdon, which arrived last night after a trip in the North Sea, is on her way to the Orient. The ship Claverdon brings no news of the steamer Victoria. Reports that she was on her way to the Orient are unfounded. R. M. S. Empress of India departed from Yokohama for San Francisco on Monday morning. She has a large crew and is expected to arrive in San Francisco on Wednesday. The Empress of India is a fine ship and is expected to be a success.

Senator Mason Urges the United States to Fight Spain At Once.

Press Favors Immediate and Aggressive Action—Rapidly Coming to a Head.

Washington, March 29.—Senator Mason urged the introduction of the war resolution in the senate with a vigorous speech. He described vividly the disasters of the Maine, he said if 90 of the senators had been senators, or 90 of the voters, it would have been forty years before war had been declared. He did not speak for others, but for himself.

His declaration brought out a vigorous declaration of approval from the gallery. He declared that there could not be so long a European war as the present one, and that it was not necessary to wait for a Spanish torpedo or mine mine. Hence Spain must attack.

He would oppose any proposition looking to an indemnity as he would oppose a diplomatic incident of the kind. He would oppose any kind of indemnity or any plan to assist Spain. He would oppose any kind of indemnity or any plan to assist Spain.

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WITH THE MARINERS

Capt. Hackett of the Libby Arrives—He Says Seals Are Plentiful but Weather Bad.

The Libby Has 360 Skins—Empress Sails for the Orient—Other Shipping News.

From Monday's Daily. After a stay of only twenty-four hours in port the big steamer Ning Chow, of S. C. Davidge & Co.'s line, sailed early on Sunday morning for Northampton.

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SPORTING INTELLIGENCE

HOCKEY. Victoria vs Vancouver.

The two last meetings between the Victoria and Vancouver hockey teams have resulted in ties. Interest is centered upon the game to be played on Saturday afternoon at Oak Bay, commencing at 3 o'clock.

The C.P.R. bulletin announces the arrival at New York this morning of the White Star liner Teutonic.

Steamer Maude returned from Comox this morning with coal for the C.P.N. Co.

Steamer Farrallon arrived from the South last night on her way to Alaska.

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CASSIAR DISTRICT

Gold Commissioner Porter Arrives on the Steamer Islander From That District.

Says the Stikine is in Good Condition—Quartz and Placer Finds Being Made on That River.

James Porter, gold commissioner for Cassiar district, was a passenger to Victoria on the steamer Islander, which arrived early this morning.

He left Laketon early this morning, and after a few days' stay in Glenora started over the frozen Stikine to Wrangle with John Seely.

Mr. Porter and his companion found the trail in good condition. They made the journey down in five days, and on the way out passed a large number of miners and other going in, those traveling light, with hand sleds, being, of course, in advance and making much better time than those with horses.

The Mackenzie and Mann expedition with their heavy teams and large outfit had got as far as Fort Hope, about 60 miles from the mouth of the river. Should the cold spell continue, Mr. Porter thinks they will have to return to Laketon.

His arrival, Peter, an Indian guide, returned from Glenora landing, leaving there on the 20th, and making the trip in four days. He reports a party of 15 or 16, occupying 17 days to pilot them to the landing at Glenora. Peter reported that the first party with horses made a general efficiency, plus one or two hundred of the company's score at annual firing. On Sunday next the battery will start on their march to Laketon.

Mr. Porter on his way out passed scores of men, who would have much difficulty in getting in if they ever reached Glenora, for in their experience they had taken up heavy sleds and teams, such as one which used to be used in the district. Mr. Porter said that some very high gold and copper.

Talking of matters in the Cassiar district, Mr. Porter said the past winter had been very mild and the snow had been very light. Many claims have been taken up and many applications received for grants for hydraulic purposes.

He is in the Y.M.C.A. team will meet for practice this evening at 6 o'clock. The Collegiate school team will play an association game with H.M.S. Egerle tomorrow (Thursday), at the Caledonia grounds, to commence at 3:15.

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WHAT DEFEAT MEANS

Toronto Globe on the Consequences of the Proposed Killing of Yukon Railway Bill.

Public Sentiment in Canada Largely in Favor of the Building of the Road.

Toronto, March 30.—The Globe this morning devotes over three pages to special matter in connection with the Yukon bill in the way of cartoons and other illustrations, editorials and articles, some in large type, one each from Montreal, Winnipeg, Victoria and other places, giving interviews with leading merchants of the course being pursued by the senate.

The interviews on the whole are naturally in strong condemnation of the senatorial course. The Montrealers especially who speak strongly in opposition to the bill. The Toronto men interviewed are practically unanimous in condemning the course of the senate and advocating the construction of the railway.

Commenting on the probable defeat of the bill in the senate, the Globe says: "It means that the older Canada must pay tens of thousands of dollars of cash out of the public treasury to create some satisfactory means of communication with the Yukon."

It means that hundreds of thousands of dollars must be expended in the general administration of the affairs of the Klondike.

It means that for the present, though difficult, and in other cases which the government by this bargain aimed to remove, Canada must pay probably half a million dollars a year in life and holding the Yukon district.

It means probably a great loss of life among thousands now rushing into the Yukon against the present dangerous routes.

It means that neither the churches nor medical and charitable organizations can do their humane work effectively in that country.

It means that next fall the tens of thousands in that country will be cut off from the public treasury, and that famine and death may ravage and decimate that one of the most tragic stories in the history of human civilization may be written on the ice and snow of that far-off country; and that the result may deal a blow to Canada from which we may not recover in a generation.

It means that the British flag will be impelled and Canadian authority set at defiance by the struggling multi-national adventurers in that region and inaccessible land.

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SPAIN AND THE U. S.

Believed in Many Quarters That War Cannot Much Longer Be Averted.

A Pessimistic Feeling in Madrid—Some Spanish Press Opinions.

New York, March 30.—A dispatch to the World from Brussels says: "M. Graux, former minister of

TRAILS ARE GOOD

Cold Weather Hardens the Snow and Ice on the Trails Leading to Klondike.

One Man Who Does Not Think the Big Salmon Finds Justify the Rush to That District.

American Customs Officers Try to Chase a Little Trouble for the Steamer Islander.

Steamer City of Seattle, which arrived this morning, reports that all the trails, Dyea, Skagway and Wrangell, for the cold weather has put the trails in good condition. On the Dyea trail, between the Gateway City and the lakes, there are over 5,000 men and their outfits, hurrying towards the gold fields, and on the Skagway trail there is also a long string of humanity, pulling hand-loads, driving dog teams and in various ways pushing their goods forward to the lakes.

STEAMERS IN TROUBLE

Hermosa Breaks Her Crank Shaft—Scotia Strikes an Iceberg.

The steamer City of Seattle arrived from Skagway, Dyea and other Alaskan ports early this morning, bringing about 20 passengers from the coast.

Among the passengers on the Seattle was Mr. B. H. Hixson, of Portland, who made the journey down from Telegraph creek to the mouth of the river in five days.

Talking of the trails, he said the soft weather made the trails unavailable for travel of any kind until about a week or so ago, when a very cold northwest wind made the river almost as hard as a mandarin.

Among the vessels reported by the Seattle is the steamer Islander, which was reported to have struck an iceberg on her way northward.

The bark Columbia has also been ashore. During a wind storm on last Monday night she dragged her anchor from her moorings and drifted ashore, where it happened that the new wharf was in the way of the runaway bark, and twenty or more people were knocked over.

Among the vessels reported by the Seattle is the steamer Islander, which was reported to have struck an iceberg on her way northward.

The Seattle will, instead of proceeding to the Sound, where she will be inspected by the local steamship inspector.

In an interview at Skagway, Governor Brady said the salmon, which he is able to have it done. He does not expect, however, this will put a stop to the use and sale of liquor in Alaska.

Those unhappy persons who suffer from nervousness and dyspepsia should use Chamberlain's Colic, Cholera and Diarrhoea Remedy.

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HOW TO MAKE A NEW WORLD.

That experience of mine with an inflamed eye—I shall remember it as long as I have eyes to see with. For weeks I went about wearing my eyeshade—looking as if I were blind.

Now, passages of this sort, more or less serious, help us to understand one another. They are interpreters to brains.

In a week, miserable state I continued for two years, when my mother told me of the benefits derived from the use of Mother Seigel's Curative Syrup.

I had no rest night or day, and soon got so weak that I could hardly get down on the couch. I consulted a doctor, but his medicine did me no good.

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THE PRESIDENT'S MAINE MESSAGE

Accompanys Report of the Board of Inquiry to Congress—Blown Up by a Mine.

Washington, March 28.—The president today sent the following message to congress: To the Congress of the United States—For some time prior to the visit of the Maine to Havana harbor, our consular representatives pointed out the advantages to follow the visit of naval ships to Cuba.

At 40 minutes past 9, in the evening of the 16th of February, the Maine was destroyed by an explosion in the harbor of Havana during three weeks following her arrival. No appreciable excitement attended her stay, but on the contrary, a feeling of relief and confidence followed the re-summation of the long interrupted friendly intercourse.

The catastrophe, two officers and 200 of her crew perished, those who were not killed, suffering from the explosion, being taken to the hospital by the Spanish wrecking and drowned by the immediate aid of the Spanish authorities.

The usual procedure was followed, as in cases of casualty or disaster to national vessels, and a board of inquiry was organized composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed on them.

The evidence of divers establishes that the explosion of the Maine was caused by a mine, and that the mine was exploded by the action of the ship's gun.

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RUSSIA EXPLAINS

The Concessions by China of Port Arthur and Talienwan Officially Announced.

All Nations To Be Permitted Free Access to the Two Ports.

St. Petersburg, March 29.—The official Messenger publishes a circular, telegraphed by Count Giers, the Russian minister for foreign affairs, to the representatives of Russia abroad.

By virtue of a convention signed at Peking on March 27, Port Arthur and Port Talienwan and the territories adjacent to them, and the opening of the straits by which they are separated, are ceded to China.

The concessions are for 25 years, but may be extended later by common accord. Further, China has conceded the right of constructing railroads to connect the ports with the trans-Siberian main line.

The arrangement is the direct natural consequence of the amicable relations existing between two neighboring states anxious to advance the interests of their peoples, the communication continues.

While safeguarding the integrity of the sovereignty of China, and satisfying the essential needs of Russia, the arrangement injures the interests of no foreign state. On the contrary, it affords all nations the possibility of reaching in the near future into relations with the river regions of the Yellow Sea, hitherto closed to them.

The arrangement, therefore, is a historical event, and should be hailed as a fortunate event by all those who have at heart the benefits and development of good relations among nations.

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FREE TRIAL TO ANY HONEST MAN

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor or institution has created and cured so many men as has the famous ERIC MEDICAL COMPANY.

This is due to the fact that the company controls the best and most powerful medicine ever equal in the whole realm of medical science.

So much deception has been practiced in advertising that you are warned now for the first time that you will not be deceived.

The only course left Great Britain to follow is to obtain equal advantage with other powers and secure adequate compensation in her own interests.

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SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORA

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Fac-Simile Signature of Dr. J. C. Foster, NEW YORK. 16 1/2 months old 35 Doses—35 CENTS. EXACT COPY OF WRAPPER.

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose."

A GOLD WAVE. You can make yourself comfortable if you have good food at low prices. Our ambition is the best for the least outlay.

Cheers, but does not inebriate; a cup of Golden Blend Tea... Pot Barley and White Corn Meal... California Roll Butter... Large Navel Oranges.

DIXIE H. ROSS & CO. HUNGARIAN, PREMIER, ADAPTED FOR KLONDIKE. R. P. RITHE & CO., VICTORIA, AGENTS.

COLUMBIA FLOURING MILLS CO. HUNGARIAN, PREMIER, ADAPTED FOR KLONDIKE. R. P. RITHE & CO., VICTORIA, AGENTS.

WASH CREEK NO GOOD. Says R. McComb, of Seattle, Who Arrived From That Locality.

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PROVINCIAL HOUSE

The Debate on the Budget Com in Dead Earnest Upon Both Sides.

Messrs. Sword and Williams Necessary Returns and Receipts of Turner Justice.

The Government's High-Handed in Disallowing Adjournment Debate Bitterly Resented.

Victoria, March 28. The speaker took the chair at 2 p.m. Mr. Kennedy presented a petition from agents and others of New Brunswick protesting against an act made in the land registry act in revised statutes.

Mr. Turner said that before proceeding to the orders of the day, he would answer the questions upon order paper if the house would be so good as to grant them.

Mr. Graham asked the Minister of Finance: 1. How many companies for water to be taken from the Falls, Kettle River? 2. What name of the company whose application for the water power company, according to the provisions of Part IV. of the Statutes in force? 3. If not under the provisions of Part IV. of the Statutes in force, upon what ground the application was made?

Mr. Turner replied: (1) Cascade Development Company; (2) Cascade Water Power Company; (3) Mr. Charles K. Milbourn of the Cascade Development Company; (4) Yes.

Mr. Turner asked the Minister of Finance: What was the total amount of commission paid to C. J. J. Higgins in the taking up of the arrangement of the taking up of the government debentures? Mr. Turner replied: "I don't know."

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PROVINCIAL HOUSE

The Debate on the Budget Commences in Dead Earnest Upon Both Sides.

Messrs. Sword and Williams Ask for Necessary Returns and Receive Turner Justice.

The Government's High-Handed Action in Disallowing Adjournment of Debate Bitterly Resented.

Victoria, March 28, 1898.

The speaker took the chair at 2 o'clock. Mr. Kennedy presented a petition from land agents and others, of New Westminster, protesting against an alteration made in the land registry act in the revised statutes.

Hon. Mr. Turner said that before proceeding to the orders of the day he would answer the questions upon the order paper if the house would agree.

Mr. Graham asked the Minister of Mines 1. How many companies applied for water to be taken from Cascade Falls, Kettle River? 2. What is the name of the company whose application was granted? 3. Did that company apply for water to be taken from the Cascade Falls, Kettle River? 4. Under the provisions of Part IV. of the "Water Classes Act," 4. "not under the provisions of Part IV. of the "Water Classes Act," upon what grounds was the application made? (1) Two; (2) Cascade Development Company and Cascade Water Power and Light Company.

Mr. Turner replied: "No. The company have not yet designated any of the lands."

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that no statement could be complete under special warrants. It was impossible for the finance minister to make a full and complete statement without showing such expenditures.

The speaker again expressed the opinion that there was no question of privilege about Mr. Sword's motion.

Mr. Sword repeated his former argument, and added that the members of the house would have cause to regret if they allowed their privileges to be infringed and diminished in such a way.

Mr. Semlin asked the speaker how he could expect Mr. Sword to anticipate the action of the finance minister. What reason had he for believing that the government would not fulfill its obligations in that respect?

Hon. Mr. Turner disputed that there was an obligation upon the government to have the statement of the expenditures under special warrants before the house before the estimates.

He said that the members of the house during the first week of the session. He said that the members of the house during the first week of the session.

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increase in our revenue. If we turn to the public accounts, up to the 30th of June last, we see that the revenue was \$1,283,048, while they were estimated at \$1,280,000.

These were the principal lines of revenue that fell short of the estimate. On the other hand, free miners' certificates estimated at \$120,000, produced \$108,000.

On the other side of the account we find that the revenue exceeded the estimate. In a great measure this arises from the rapid development of the country, and the consequent increase of the usual character of articles that are met on account of urgency.

After looking at the account we find that there was a balance left on hand to commence the year 1897-98 of some \$290,000.

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and that was to offer to convert the old debts and add the amount, resulting from conversion, to the sum proposed to be borrowed, thus placing on the market a stock of \$1,280,000.

Some time ago articles appeared in the Victoria Times on the subject of the conversion of the debt.

The writer in the Times got very much muddled over the interest on the debt that trustees are not required, but whether investors in our funds would think so is rather a doubtful question.

In this connection I will quote the opinion of a very high authority in our province on the subject of the credit of the province on a superior basis by issuing its loan in the form of inscribed stock.

But neither is this all. Having established the credit of the province on a superior basis by issuing its loans in the form of inscribed stock bearing a low rate of interest, the government has increased its credit by consolidating its debt as far as possible, in that form, it remained to further enhance its credit by increasing the rate of interest on such purchases of inscribed stock.

It has been claimed in the house this session that the expenses of the government are increasing out of proportion to the revenue.

Another member has stated that the expenditure in money for the year 1897-98 was \$1,280,000, which is more than the revenue of \$1,280,000.

At the present time we have taken up the question of the conversion of the debt, and I believe that the government will be able to convert the debt into a form of inscribed stock.

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their beef for a favorable time and market. This aid to farmers would be another and good form of cheap money, and would help to further legislation in this direction.

Mr. Sword said that he had listened with considerable interest to the remarks of the finance minister, but he confessed that he did not expect that he was going to bring up the question of the conversion of the debt.

Mr. Semlin asked the Minister of Finance whether he would be prepared to answer the question of the conversion of the debt.

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works, and it would show that after everything had been taken into account there was a large sum which had simply been taken out of expenses of administration. He reminded the house that in reckoning the proceeds of the loan he had taken the proceeds in every instance, deducting commissions and charges.

For 1895 the proceeds of the loan were \$1,280,000. This latter loan was what was known as the parliament buildings loan, and at the time the government made the loan it was stated that the sum realized from the same would be sufficient to pay for the new buildings.

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VICTORIA'S ATTITUDE

Intense Feeling Among the Merchants of the City Over Probable Action of Senate.

Board of Trade Sends Strong Protest Against Throwing Out Yukon Railway Bill.

Merchants Declare Such Action Will Do British Columbia Incalculable Harm.

The British Columbia Board of Trade beg to draw your attention to the fact that unless the Lake Teslin road is built this year, loss will be entailed upon the merchants and shippers in this province...

The foregoing message, sent out this morning, signed by G. A. Kirk, president of the board of trade, and addressed to Sir Mackenzie Bowell, expresses very accurately the opinion entertained by the leading business men of Victoria in regard to the threatened rejection by the senate of the Yukon railway bill...

Mr. R. Ker, of the Brackman & Ker Milling Company, has done yeoman service in bringing influence to bear upon the eastern press and leading men of the senate...

Mr. G. A. Kirk, president of the Board of Trade, and a member of the firm of Ker, Mackenzie & Co., has expressed very strongly the view expressed in the telegram quoted...

Mr. E. B. Marvin is an earnest advocate of the immediate construction of the road, and prophesies that if the bill is killed the result will be that the trade will be a degree heavier to the British Columbia...

Mayor Redfern is emphatically in favor of the ratification of the bill and thinks delay necessitated by the senate's action will be prejudicial to the interests of British Columbia...

From all over the country come words of praise for Chamberlain's Cough Remedy. Here is a sample letter from Mrs. C. Shep. of Little Rock, Ark.:

A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.

FROM NORTHERN PORTS.

Arrival of the Amur from the North-Reported Finds on the Stikine.

The steamer Amur arrived from Skagway, Dyea and Wrangell this morning with six passengers and a very light cargo.

Mr. John Piercy is perhaps more emphatic than anyone in his denunciation of the action of the senate if it results in the delay of the building of the road.

These, although not by any means the only opinions obtained, are sufficiently indicative of the sentiment generally entertained by the leading business men of the city.

It is recognized on all hands that the building of the road is a difficult and arduous undertaking, that it is a work of paramount necessity in the interests of the province, and several gentlemen have contented themselves with asking their opinion in regard to the matter with saying, that they will not believe until conviction is forced upon them that the senate will allow themselves to be guilty of so gross a blunder as throwing out of the measure.

The council of the Vancouver board of trade sent the following telegram to the senate this morning: "Whereas the opening of communication with the Yukon district is of vital importance to the interior of British Columbia, and whereas communication is, in the opinion of this council, to be most quickly obtained by the construction of a railway connecting Teslin Lake and some Canadian port; therefore be it resolved, that the council of the Vancouver board of trade prays the parliament to legislate for the immediate construction of a railway in Canadian territory, between Teslin Lake and some Canadian port, and to provide that the line of the line between Teslin and Teslin Lake shall be completed by September the first of this year."

"I tried a bottle of Dr. Chase's Syrup of Limes and Berberis for a severe cold and some affection of the throat," writes Manager Thomas Dewon, of the Standard Bank, 14 Melbourne Avenue, Toronto.

DEATH CLAIMS A FAMILY. Mrs. Doscher and Two Daughters Die of Pneumonia Within Four Days.

A few months ago Henry W. Doscher, an old resident of Victoria, died of a long illness. On Thursday last his young daughter, Kate, was claimed by death and yesterday morning another surviving member of the family, Mrs. W. H. Adams, died very suddenly.

On Wednesday the funeral of Mrs. Adams will take place at 9:30 a.m. from her residence at the corner of the road, and at St. Andrew's R. C. Cathedral at 10.

BENCHERS ELECTED. Governing Body of the Law Society for the Ensuing Year.

The ballots cast for the election of benchers of the Law Society for the ensuing year, were opened this morning and the following gentlemen were elected: Hon. C. E. Pooley, Q.C.; H. D. Helmond, Q.C.; J. Stuart Yates, E. V. Bodwell and E. B. Gregory, of Victoria; L. G. McPhillips, Q.C.; Charles Wilson, Q.C., and E. Davis, Q.C., of Vancouver; and John Elliot, of Nelson.

From all over the country come words of praise for Chamberlain's Cough Remedy. Here is a sample letter from Mrs. C. Shep. of Little Rock, Ark.:

THE VICTORIA FAITHERS

A Motion to Enable the City to Raise Money for Bridge Suits Carried.

New Clothes for Policemen—Contract Awarded for Alterations to Electric Light Station.

His Worship the Mayor presided over the afternoon meeting of the board of aldermen, which was held in the usual way at the City Hall.

The first portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The second portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The third portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The fourth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The fifth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The sixth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The seventh portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The eighth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The ninth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The tenth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The eleventh portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The twelfth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

The thirteenth portion of the resolution, asking for power to borrow the amounts required to be paid into the supreme court pending the decision of the privy council and costs, without being required to repay them, was carried by a majority of 12 to 1.

DIED AT DAWSON

L. B. Hamlin, Civil Engineer, of This City, Met Death in the Frozen North.

With a Companion He Took Part in a Rush to Reindeer Creek and Was Lost.

Spent a Night in the Mountains and Died from the Effects of Exposure.

L. B. Hamlin, civil engineer, of this city, who was sent to the Yukon country by the provincial government to report on the condition of the rivers between Teslin Lake and Dawson City, died in the Klondike metropolis on February 16, from the effects of cold and exposure.

Mr. Hamlin and a companion had taken part in a rush to Reindeer Creek, a branch of Dominion Creek, and when returning to Dawson to record the claims they had staked, when they lost their way. All night they wandered around looking for shelter, the weather being bitterly cold. Just as daylight was breaking they reached a cabin, but by this time Mr. Hamlin, who was fully sixty years of age, and physically unimpaired, was so exhausted that he lapsed into unconsciousness.

Word was sent to Dawson and the Mounted Police team was sent out to bring Mr. Hamlin to the hospital. The trip occupied several days, and all the time the patient was unconscious. He arrived at the Dawson hospital on the morning of February 16, and John Piche, the government courier, who arrived here on Saturday, was with him. Mr. Hamlin, a few hours before he started for the coast. The doctor then said there was no hope in this way. Mr. Piche took Mr. Hamlin to the Yukon river again, but he did not return. Mr. Piche learned of Mr. Hamlin's death.

The deceased, previous to his trip to the Yukon, had for a number of years been engaged in the Klondike business, a native of New Brunswick, and came to British Columbia in 1880, with the intention of settling in the Klondike section of the Canadian Pacific railway. On the completion of the work he came to Victoria and giving up the Klondike business, he returned to his old home in New Brunswick, where he remained until the fall of 1897, when he returned to the Yukon river again, but he did not return. Mr. Piche learned of Mr. Hamlin's death.

Over the Recovery of Mr. James Paddon of Mt. Forest. His Case Was a Severe One of Kidney Disease—Dodd's Kidney Pills Cured Him Thoroughly—Glen Eden's People's Pills and their Faith Is Justified.

Glen Eden, April 1.—The report of the recovery of Mr. James Paddon, of Mt. Forest, from a severe attack of Kidney Disease, by the use of Dodd's Kidney Pills, has caused great rejoicing here, where Mr. Paddon is well known.

Mr. Paddon's case was a very severe one. It was well known that he was a constant sufferer, and he had the sympathy of all his friends. Consequently it gives unbounded pleasure to all to know that he has at last benefited his kidneys by the use of Dodd's Kidney Pills.

Dodd's Kidney Pills are the only medicine that people of this district will use for Bright's Disease, Diabetes, Dropsy, Rheumatism, Lumbago, Paralysis, Heart Failure, Urinary Diseases, Blood Purities, and all other forms of Kidney Disease. They have cured hundreds of cases of these complaints in this neighborhood, and the people here have the fullest confidence in the medicine.

There is only one way of curing Kidney Disease. This is by curing the kidneys. The only way of curing the kidneys is by using Dodd's Kidney Pills. They set the kidneys in proper condition, thus restoring the supply of pure blood, and thoroughly healthy organs.

Dodd's Kidney Pills are sold by all druggists, at fifty cents a box, six boxes \$2.50, or will be sent, receipt of price by the Dodd's Medicine Co., Limited, Toronto.

CASTORIA For Infants and Children.

CERTIFICATE OF THE INCORPORATION OF THE CANADIAN DEVELOPMENT COMPANY, LIMITED.

Capital \$300,000.

I hereby certify that the "Canadian Development Company, Limited" has been incorporated under the Companies Act, 1887, and that the authorized capital of the company is \$300,000, divided into three thousand shares of one hundred dollars each.

The registered office of the company will be situated in the City of Victoria, Province of British Columbia.

The objects for which the company has been established are: (a) To acquire all the rights, properties, assets and privileges acquired and now held by E. C. Platt, of the City of New York, as agent and duly authorized representative of the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(b) To purchase from Francis M. Kersey, of all his right, title, interest and claim in and to the wooden steamboat built in and about the City of New York, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(c) To buy, sell, manufacture and deal in all kinds of goods, stores, implements, tools, machinery, and other articles, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(d) To take, or otherwise acquire, and hold shares, debentures, bonds, or other securities of any company, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(e) To sell the undertaking of the company, or any part thereof, for such consideration as the company may think fit, and in particular for shares, debentures, or other securities of any company, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(f) To do all such things as are incidental or conducive to the attainment of the objects of the company, either alone or in partnership or association with any person or persons, agents, and including a power to buy, sell, lease, or otherwise acquire, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(g) To pay the costs, charges and expenses of any and every proceeding, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

(h) To do all such things as are incidental or conducive to the attainment of the objects of the company, either alone or in partnership or association with any person or persons, agents, and including a power to buy, sell, lease, or otherwise acquire, and to carry on the business of the company as aforesaid, and to issue to the shareholders thereof upon incorporation, as hereinafter expressed, and to carry on the business of the company as aforesaid.

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Witness my hand and seal this 28th day of February, 1898.

WAR TALK IS ON EVERY

Intense Excitement All Over United States on the Cuban Question.

Generally Believed That To Act Has Arrived at Last.

Washington, March 30.—Senator Sherman, a member of the foreign relations committee, makes the following statement in regard to the Cuban question: "There is intense excitement all over the United States on the Cuban question. Generally believed that to act has arrived at last."

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