

ES,  
and \$10.

o Clear.  
& CO.,  
NORFOLK STREET.

McCREIGHT retires to private life with the kindest regards of the British Columbia, who will be in the hope that he may be able to enjoy his well-earned

Justice's remarks to the effect in re good streets only "Hope springs eternal in the breast."

able Times says "Let us hope that you have been doing, for the last six weeks?"

THE CANADIAN PRESS.

CANADA MUST GROW.  
The young giant has just his own strength. Mentally, morally he is now developing can stop it. To stay in danger. Beware! Have at every advantage is contributing to the development of the Canadian Manufacturer.

WHY HE RESIGNED.  
The resignation of Mr. Lount, M.P., from the comments of some of the papers, is due to his desire to attend to his business. He is not sitting. The resignation is annoying to private as well as to ministers.—Monte.

THE POINT OF VIEW.  
Templeman of the Victoria, a gentleman who, many a time, while in opposition, ridiculed as an aggregation of "liberal" which ought to be abolished. "Liberal" are for use in opposition to the Liberal Spectator.

PROGRESS OF KOOTENAY.  
The days of Kootenay will be in a joyous and both Nelson and the wonders accomplished in six months by the advance horse.—Ottawa Pioneer.

AN OTTAWA VIEW.  
B.C., and Seattle are the two which will profit most by the rush on next year, and it is credit to bid properly for the Ottawa Journal.

NEED TO BE FRIGHTENED.  
Kootenay must not be sacrificed for the sake of a few rich. We must keep our eye on the public and develop country. We have many in our hills and gravelly slopes which will yield gold harvest. Big Bend, Revelstoke has a country of unlimited wealth. It is on the eve of a period of boom. Are we going to let the boom take away attention from the most important thing in the world?—Kootenay Mail.

THOSE DIRECTORSHIPS.  
The discovery of such an awful state has to meet the News-Advertiser. It is questionable if it will be equal to a discussion of the Shah of Persia or the Balkan States for the next days.—Rosland Miner.

WAY OF VARIETY.  
Used to it—"I see," he said, from his paper, "that a couple married in a wild bear's cage."

"I know," she retorted. "When live with an old bear she might be out from the start."

Peppers—"The day is done," the leader murmured to himself. "The night is pretty raw," which all hands shivered and went from stoop.

She Had Left Him—"If it one thing," said the footpad, "it is the thing that holds you back?"

street car ticket that you've got to. It proves that you told me when you said you had no money, man myself."

er must be of a revengeful disposition."

remember that Miss Aughty who is so at the lake?"

he's married her."—Chicago

ans has a new cure for insomnia.

is it?"

is a pitcher upstairs with him to bed under the impression that he is up in time to catch the milk-chicago Record.

ar," said the butler, "that the as drunk as a lord."

ti Enquirer.

leman with the aggressive odor handed Mr. Wallace a card that friend, could you be so kind a fellowman deaf, dumb and

exclaimed Wallace, in real it is possible you might be reduced to this sort of thing?"

ati Enquirer.

### FORTIETH YEAR.

## WINTER ON THE TRAILS

Prominent Tacoma Citizen Saved by Mounted Police from Death by Exposure.

Willis Thorpe's Cattle Cannot Reach Dawson—San Francisco Prospectors Drowned.

SKAGWAY, Alaska, Nov. 12. (Per Sir Al-Ki to Seattle, Nov. 12.)—News reached here to-night of the drowning of two men belonging to the party of Colonel Will E. Fisher, of San Francisco, in the White Horse rapid on November 4. No details of the accident were received, neither could the names of the drowned men be learned. Accompanying this news was also the information that Frank Anthony, of Seattle, was drowned at the same place on October 29. Anthony's boat capsized. His two companions, Murphy and Hendon, were rescued by the Canadian Mounted Police. Heavy snows are reported on the summit of the passes leading into the interior. Travel is becoming difficult and dangerous, yet people are still going back and forth over the mountains. The lakes and rivers of the interior everywhere are more or less frozen. On the Skagway trail the snow is fully three feet deep. It is five or six feet on the Dry route.

E. Irving Halstead, formerly of Tacoma, and Charles E. Warner, manager of the Pacific Coast branch of the Westinghouse Electric Company, whose headquarters are in Tacoma, had an experience this week on the summit of the Skagway trail that nearly cost Mr. Warner his life. On the summit he became exhausted through travelling the snow up to his neck. He fell on his face and was unable to rise. Mr. Halstead was unable to carry his companion to a place of shelter, and but for the timely arrival of a detachment of the Canadian Mounted Police, Mr. Warner would certainly have perished before Mr. Halstead could have procured aid. Mr. Warner was carried to the nearest house and cared for. He soon recovered.

PORT TOWNSEND, Nov. 12.—Among the passengers on the Al-Ki which arrived here on Skagway this afternoon was Willis Thorpe, who drove the sixty-eight head of cattle over the White Pass to Lake Bennett, with the intention of killing them and taking the meat on sleds to Dawson City. Thorpe said that the meat would cost \$5 per pound to get the meat to Dawson, and he abandoned the idea of the trip.

### NEWS OF THE CAPITAL.

Col. Prior Leaves for Home—Capt. Flumerfelt's Resignation Granted.

(From Our Own Correspondent.)  
OTTAWA, Nov. 19.—Col. Prior and his young son left for Victoria this afternoon. The Colonel says that Canada is in everybody's mouth in England just now. He looks to see a great movement of people from the Dominion to British Columbia and the Yukon country. To-day's Militia General orders note that Capt. A. C. Flumerfelt has resigned his commission as captain in the Fifth Regiment of Artillery, at Victoria. O'Hoolihan's Silver Wedding company, who were rotten-legged in Montreal, are stranded in the city. They played three nights to poor houses and were prevented from leaving town this morning for not having paid board bills. The interior department has received a letter from Major W. J. Humes mayor, to succeed W. D. Wood.

The steamship Rio Jan Maya cleared this afternoon for Yokohama, Kobe, Shanghai and Hongkong. Her cargo consisted of 4,618 bales of cotton and 2,150 bales of domestic, valued at \$275,000.

TACOMA, Wn., Nov. 19.—The Northern Pacific and Columbia arrive to-day from China and Japan with 66 passengers and 2,600 tons of freight. Her cargo includes 800 bales of silk, 400 bales of wool, 100 bales of cotton and New York. The Columbia made port before the fierce storm of yesterday reached here.

C.P.R. KLONDYKE STEAMERS.  
Two Conard and Two Cape Mail Vessels Purchased for This Trade.

New York, Nov. 18.—A despatch to the World from London says: London capitalists seem to be resolved to share in the big profits anticipated from a rush to the Klondyke next spring. The Vancouver & Northern Shipping & Trading Company, working in connection with the Canadian Pacific railway, with a capital of \$750,000, privately subscribed by six shareholders, to-day purchased two old Canadianers, the Botnia and the Scythia, and two Cape mail steamers, as the nucleus of a fleet to run from Victoria and Vancouver to Klondyke port, commencing on March 10.

Both ships are chartered for freight by Lipton, the millionaire provision merchant, for the voyage out, and he is said to have a scheme for building a new town, to be called Liptonia, near Skagway. This enterprise is said to be the result of a visit to Skagway of the Hon. James Burke Roche, who has just returned here.

Enough of Weyler.  
MADRID, Nov. 17.—The report that the government intends to return for his services as governor-general of Cuba to appoint General Weyler governor-general of the Philippines, is officially denied.

It is the best. Dandruff eradicated, the scalp kept clean and sweet, and the hair made soft and easy of arrangement, by Hall's Vegetable Sulfur Hair Renewer.

Official Mining Maps at The Colonist.

### BLANCO DISCOURAGED.

His Task in Cuba Not So Simple as He Thought—The Insurgents Still Stubborn.

New York, Nov. 18.—A despatch to the Herald from Havana says: There is no sign of the full text of the promised reforms, and in consequence the hopes of the most optimistic autonomists are dwindling. The fault lies not with General Blanco. There is reason to believe that his promises of reforms were made in good faith. He is evidently deeply incensed at the false position in which he is placed. He called a day or two ago to Madrid, saying General Weyler had deceived him as to the condition of the army, and the government had misled him regarding their sincerity in promising autonomy, and broadly intimated that he felt inclined to ask to be relieved.

In addition to Spain's delay, Spanish officers here throw obstacles in the way of autonomy by procrastination in carrying out instructions to adopt less harsh methods of warfare and endeavor to destroy the suspicions of the rebels.

The Herald correspondent has just returned from a two days' trip through Havana to Artemisa. Every military commander of a town who was met said he had not received any orders regarding the extension of the zones of cultivation. The condition of the reconcentration is unaltered. Their sufferings are appalling.

To buy any one sugar estate into a condition to ground would cost a considerable sum, which neither planters nor the Spanish government can at present afford to spend. These delays, it is believed, have killed the chances of autonomy. The Herald's correspondent with the Cuban army writes:

"Unless General Blanco speedily makes more headway than he has done yet, autonomy will be a dead letter in the Cuban issue."

General Pedro Betancourt, chief of Matanzas province, and an intimate friend of General Gomez, writes from the field under date of November 11: "Notwithstanding this you may rest assured that all patriots in Cuba are determined and in a condition never to surrender to the Spanish flag. Such is the resolution of the liberating army already directed to all nations of the world, and you may therefore give these expressions the utmost publicity."

### PUGET SOUND FLOODS.

Colder Weather Checks the Rush from the Mountains—Great Northern Trains Delayed.

SEATTLE, Nov. 19.—A sudden fall in temperature has checked the melting of the snow on the mountains, thus lessening the danger of serious floods. Very little damage has been done so far, although in some of the rivers emptying into Puget Sound the water almost reached the mark of the big flood one year ago. In many places lives were lost and much damage was done to property. The indications to-night are that the temperature will remain low, and as a consequence the waters will recede.

The Great Northern is still tied up by the washout between Index and Sultan, and no trains went out or came in to-day. As a result no Eastern mail was received.

The Seattle & International has encountered a washout this side of Snohomish, and another this side of Arlington, and is expected to have the road open by to-morrow.

### THE SOUND CITIES.

New Mayor of Seattle—Steamer "Columbia" Escapes the Storm.

SEATTLE, Nov. 19.—The city council to-night elected T. J. Humes mayor, to succeed W. D. Wood.

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### SIR WILFRID'S REPORT.

The Sealing Question Can Be Settled Only Jointly With Other Sources of Irritation.

No Intention to Bargain for Reciprocity Interfering with Preference for Britain.

(From Our Own Correspondent.)  
OTTAWA, Nov. 18.—Sir Wilfrid Laurier and Sir Louis Davies returned from Washington to-day. There was a lengthy meeting of the council this afternoon which they attended and at which their mission to Washington was discussed at length. After the cabinet meeting Sir Wilfrid received the newspaper correspondents to whom he made the following statement: "I took advantage of my visit to Washington to discuss with President McKinley and his ministers, in addition to the sealing question, many international questions which have given rise to trouble and irritation between the United States and Canada. Prominent among these were the alien labor law, the duties on fisheries, the fisheries of the great lakes, and the United States tariff affecting Canadian interests."

It is plain to us that the sealing question cannot be settled by itself. It can only be settled in connection with other and important questions. You may say very sympathetically that there is no intention whatever of negotiating any reciprocity treaty which would interfere with or effect Canada's existing British preferential tariffs. This is well known to American statesmen. What has been discussed, however, is the reciprocal abolition of the duties on coal, lumber and fish, hay, potatoes, barley, eggs, and other similar articles. I am in hopes that our informal negotiations will be followed by more formal ones."

Ben. Mann, the well known contractor, was here to-day. He says the North Star mine, near Fort Steele, of which he is one of the principal promoters, is giving splendid results. One shipment of ore to Great Falls demonstrated what a splendid property it is.

An order-in-council has been passed for the release of the United States schooner Frederick Gerling, which was seized within the three mile limit last year. The owners of the vessel are to pay all costs and \$1 fine.

Col. Prior and his young son left for Victoria to-day, on his way from England, and was warmly greeted by his old friends. He leaves for home to-morrow.

### MOWAT AND MILLS

Only Installed in Their Posts of Honor Before Distinguished Company.

TORONTO, Nov. 19.—Sir Oliver Mowat and to-day sworn in as Lieutenant-Governor of Ontario. The ceremony of installing him took place at 3 o'clock this afternoon when Mr. McGehe, clerk of the Privy Council, was present as usual upon such occasions. Acting Governor Sir George Kirkpatrick witnessed the ceremony, also Premier Hardy, Chief Justice Burton and other prominent men. Hon. David Mills was sworn in as minister of justice to-day, after which Sir Oliver will not occupy Government House till New Year's.

### CENTRE TORONTO.

The Conservatives Find a Candidate Who Can Make a Good Fight.

TORONTO, Nov. 19.—(Special.)—The campaign in Centre Toronto on the vacant seat in the Commons, promises to be very lively. O. A. Howland will be nominated on the 22nd inst. as the Conservative candidate. He defeated Chas. Moss, Liberal, at the provincial elections by several hundred majority, and is at present member of the legislature for South Toronto.

### A TORONTO IDEA.

Klondyke Gold to Face the Streets of the New Jerusalem.

TORONTO, Nov. 19.—At a religious meeting in this city yesterday one of the speakers dwelt on present indications of the approach of the end of the world, and instanced the rich discoveries of gold in the Klondyke, which he said would furnish metal for paving the streets of the new Jerusalem.

### A WOMAN TO HANG.

The Sentence Pronounced by Judge Armour on Mrs. Sternmann.

CAYUGA, Nov. 19.—(Special.)—The trial of Mrs. Sternmann, for the murder of her husband, was concluded this afternoon. The jury returned a verdict of guilty. The judge asked the prisoner if she had anything to say, Mrs. Sternmann replied: "Only that I am innocent in the eyes of God, and I shall have it made known that I am acquitted." Judge Armour sentenced the woman to be hanged on January 29, 1898.

Enough of Weyler.  
MADRID, Nov. 17.—The report that the government intends to return for his services as governor-general of Cuba to appoint General Weyler governor-general of the Philippines, is officially denied.

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### LARGE WHEAT EXPORTS

Shipments from United States and Canadian Ports This Week Only Once Exceeded.

A Decline in Copper a Feature of the Trade Review—Changes in Quotations.

(From Our Own Correspondent.)  
NEW YORK, Nov. 19.—Bradstreet's to-morrow will say: There is moderate improvement in staple prices and in distribution of woolen goods, shoes, hats and hardware in the region tributary to Chicago, St. Louis, Kansas City and Omaha. Colder weather in the North-west and in the Central Mississippi and Missouri river valleys has helped retail trade. Manufacturers of iron and steel, agricultural implements, railway cars and woolen goods report an active demand for their products. A late output, although the appearance of speculative steel has resulted in weakening the price of billets and a like tendency on the part of Bessemer pig-iron. Higher prices are recorded for wheat, cereals, oats, pork, hides, leather, shoes and for turpentine. The reaction in iron and steel is likely to be followed by an advance in the price of copper. Lower prices for wheat, flour and pork are expected to equalize the advances on wheat and Indian corn. At 1 o'clock to-night the fire is still the scene of great excitement. Fifty engines are playing upon the ruins and ton of water are pouring into the fiery debris. Thousands of people are trying to penetrate the cordon maintained by a thousand policemen, reinforcements for whom were sent up when at 5 o'clock an increase in the outbreak led Commodore Wells to make a requisition for more engines upon the outlying stations. The scene must occupy the fire brigade for several days, especially in view of grave danger of the collapse of the shells of buildings, which fall now and again with a loud report. The latest advice indicates that nearly a hundred warehouses have been destroyed, while the loss will probably exceed \$3,000,000.

The historic church of St. Giles has been much damaged by the principal destruction being to the roof of the windows, the baptismal font and Milton's statue.

Hansel street was the scene of the outbreak of the fire which ended in an explosion in connection with a gas engine on the premises of Walter Brown & Co., mantle manufacturers, at No. 30 in that thoroughfare. The building was crowded with girls when the fire broke out, and it was instantly the scene of a semi-panic, the operatives rushing to the building and some covering their escape while the flames had enveloped the adjoining warehouse and house, the whole covering an enormous paper warehouse which was fully alight in less than ten minutes.

By this time it was evident to the firemen that they were dealing with a great disaster, and a general alarm was sent out. Then, from all the fire stations, even those five miles from the scene, engines were rushing to the spot and the police gathered in great force. This display on the part of the police was required, as the crowd, swelling every moment, soon amounted to thousands of people, and the fire, which required every possible freedom of action, as their light was one of the greatest difficulties owing to the narrowness of the old crooked streets, which, in the height of that part of London, combined with the height of the warehouse, which cut off the firemen from all fair chance of confining the outbreak.

That the excitement among the on-lookers, who crowded every possible point of view, was very great may be judged from the fact that the firemen had to be repeatedly assisted by their comrades, by the aid of fire escapes, from buildings that had caught fire after the fire had been extinguished. In order to fight the flames in adjoining structures. The rescue of operatives, the hurrying hosts of clerks who were trying to save books and valuables, the papers from the burning buildings, the rushing of men who were attempting to carry to places of safety costly merchandise and other valuables, added to the confusion. The heat was so intense that several firemen were obliged to direct their operations under showers of water poured upon them. But in spite of the exertions of the firemen the fire crept on very steadily until Nichol square, at the far end of Hansel street, was reached.

A little after 2 o'clock a dozen hose pipes, each with a 15-foot spear, poured water into the blaze from opposite roofs, from the street below and from the burning premises themselves, but it did not seem to have any effect. The water rushed out of the windows and from the ground floor like a waterfall while the flames leaped higher and higher, and as the floors fell in the fire still blazed. The confusion in the street increased as the fire spread.

Suddenly there was an explosion of gas meters, sounding like the report of a field gun, followed by a momentary lull. After that the wild rushing here and there was resumed with increased energy. Men risked their lives in efforts to save day books, ledgers, jewelry, valuable china, etc. One man actually risked his life to fetch his hat and coat, two hundred feet of stone work and glass falling at his heels as he emerged from the building.

Several firemen were almost buried in the burning ruins as front of front of the burning warehouse fell in, tons of brick and masonry into the streets, bursting and cutting the fire hose, while tons of fiery matter were falling in every direction, making it impossible to foresee where the conflagration would stop, as roof after roof caught fire, and window frames all about the scene began to smoke.

As the day wore on hundreds of thousands of people surrounded the fire. The mass of excited humanity had to be

### GREAT FIRE IN LONDON.

One Hundred Warehouses Destroyed With Loss Exceeding Five Million Pounds.

The Most Disastrous Conflagration in the Great City in More Than Two Centuries.

(From Our Own Correspondent.)  
LONDON, Nov. 19.—One of the most disastrous fires in London's history since the great fire of 1666 broke out in a large block of buildings lying east of Alderford street, and between that thoroughfare and Red Cross street, just after 1 o'clock this afternoon. The flames were fanned by a strong wind, and set by a lighted match, the stocks of Christmas fancy goods and flimsy dress materials of all descriptions, which filled every floor of the six-story building in the old street. Consequently the conflagration gained headway with surprising rapidity and was soon far beyond the possibility of being checked by the few engines which were early on the spot. For four hours and a half the flames had their own way, and it was only after more than a hundred engines had worked an hour that the chief of the fire brigade sent out the signal that the fire was under control. At 1 o'clock to-night the fire is still the scene of great excitement. Fifty engines are playing upon the ruins and ton of water are pouring into the fiery debris. Thousands of people are trying to penetrate the cordon maintained by a thousand policemen, reinforcements for whom were sent up when at 5 o'clock an increase in the outbreak led Commodore Wells to make a requisition for more engines upon the outlying stations. The scene must occupy the fire brigade for several days, especially in view of grave danger of the collapse of the shells of buildings, which fall now and again with a loud report. The latest advice indicates that nearly a hundred warehouses have been destroyed, while the loss will probably exceed \$3,000,000.

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constantly pressed back by the police as a area of the fire-swept spot increased. By the pictures presented was extremely brilliant. Four streets were blazing on both sides, and there was plenty to interest the gambling spirit of the on-lookers in betting as to whether or not the venerable tower of St. Giles' church could stand the showers of sparks and burning fragments with which it was enveloped. The red flames from every point shone out against the black sky and through the widespread mass of dull leaden smoke, tinged with tongues of yellow fire, and here and there where the fire had subsided somewhat the lamps, stripped by the heat of their burners and the frames, blazed with big jets from the open pipes, like monster torches.

There was no abatement of the flames before 3:30 p.m. Then the check came in Jewin street and in West street, where the collapse of a wall on the right-hand side of that thoroughfare was the means of saving the last building in the street. The intervening communication was comparatively broad thoroughfare, also formed a barrier there.

The constable who first detected the flames blew his whistle loudly for assistance, but some minutes elapsed before the alarm was heard by any of his comrades. As soon as assistance reached him the officer was dispatched to summon the fire brigade. But here again there was an unaccountable delay of twenty minutes before the fire engine appeared. Then the fearful dimensions of the fire were apparent, and it was decided to circulate a call throughout the whole metropolitan district.

It is officially stated that 150 warehouses have been gutted. A late estimate of damage places the amount at nearly \$5,000,000. Nearly all the British fire insurance companies are interested. Two leather firms alone have lost \$150,000.

LONDON, Nov. 20.—A number of fire engines this morning are still playing on the smoldering ruins marking the scene of the great fire. It is impossible to accurately estimate the amount of damage done.

The Evening Standard, in its financial article, says it believes that the fire losses fall upon American insurance companies.

The last flames disappeared by 11 o'clock this morning, but as this says the cause of the fire is unknown. A large number of warehouses, five to six stories high, have been burned and partly ruined, the whole covering an area of 200 by 150 yards, bounded by Nicholls Square, Edmonds Place, Jewin Crescent, Australian Avenue, Paul's Alley and Red Cross Street.

The insurance agents take an optimistic view of the losses, their estimates ranging from \$300,000 to \$300,000. It is a fact that dozens of burned out firms have not insured, in some cases because the locality had long been considered dangerous by the insurance companies.

All the historic treasures of Cripplegate church were removed, including records of Oliver Cromwell's marriage, Milton's funeral, and deaths from the plague in 1665.

### ENGINEERS' HOURS.

While the Americans Work Thirteen Daily the British Day Cannot Be Reduced to Eight.

LONDON, Nov. 20.—Commenting on the letter from A. F. Yarrow, of the famous English shipbuilding firm, who is now on a visit to the United States, dated Philadelphia, Nov. 9, showing that Americans in the engineering yards work 13 hours a day, the Globe points out that this fact emphasizes the futility of the demand of striking engineers of Great Britain who are asking for an eight hour day, and says: "The United States are already our greatest competitors in the engineering trade and it will be impossible to compete with them if the British engineers work a day and a half less weekly than their American rivals."

### THE BAPTIST BELIEF.

A Change of Sentiment Indicated by Discussion at the Annual Congress.

CHICAGO, Nov. 17.—"Is Baptism a prerequisite to the Lord's Supper?" was the topic discussed last night at the annual meeting of the Baptist congress. The position taken by Dr. Gifford, of Buffalo, and Dr. Cornwell, of Philadelphia, two of the most eminent divines of the denomination, indicated a decided change of sentiment among the Baptists on the subject of close communion. They and a large majority of other speakers took the negative.

### WILL STOP SEAL FISHING.

An Ottawa Minister Says It Is as Good as Settled That This Will Be Done.

OTTAWA, Nov. 17.—A minister of the Crown stated to-day that the seal question was about as good as settled. He thinks that both Canada and the United States will stop seal fishing for a time, so as to give the herds a chance to recover from the depletion of past years.

A cup of muddy coffee is not wholesome. It is a bottle of muddy medicine. One way to know a reliable and skillfully prepared food-purifier is by its freedom from sediment. Ayer's Sarsaparilla is by its freedom from sediment, Ayer's Sarsaparilla is by its freedom from sediment, Ayer's Sarsaparilla is by its freedom from sediment, because it is an extract and not a decoction.

Royal makes the food pure, wholesome and delicious.



### A FRENCH EXPERIMENT

Government Undertakes to Help the Farmers Out of Their Unhappy Condition.

Aid and Pension Fund Also to Be Established—The Tidings Spread Broadcast.

PARIS, Nov. 20.—During the debate in the chamber of deputies to-day on the subject of the agricultural crisis, Premier Meline declared the cause of the crisis was the progressive fall during the past twenty years in the price of all agricultural products, combined with the depreciation in the price of silver. France, the Premier continued, was powerless to solve these questions because they were of an international character.

The agriculturists, he explained, were not only beset by foreign competition but they had to fight the middlemen, who were far too numerous. But, according to M. Meline, the latter evil may be remedied by increasing the number of unions and co-operative societies. It was the duty of the government, he said, to bring the consumer nearer and nearer to the producer, and consequently the government would shortly submit a bill for the organization of agricultural credit establishments and of agricultural insurance offices.

In conclusion the Premier remarked: "These measures will have mutual benefits for the farmer, the consumer and establish an aid and pension fund."

The statements of M. Meline were greeted with loud cheers. N. Georges Clemenceau, Independent Radical, and a strong advocate of the interests of agriculturists, moved that the Premier's speech be printed and posted up in every commune throughout France. The motion was carried amid great applause by a vote of 338 to 6.

THE CITY.

JOHN L. RETALLACK'S resignation as a member of the license commission for the city of Kalo has been accepted.

The Columbia-Cariboo Gold Mining Co. Ltd. Liability. He is now removing their head office from Trail to Vancouver.

ADVICES from San Diego say that H. M. S. Wild Swan arrived there on Tuesday night en route from Esquimalt to England, and next day proceeded on her way. She is expected to meet at Coquimbó the two cruisers, Leander and Phoson, bound for that station.

THE third person arrested on suspicion of stealing a calf at Beecher Bay is Henry Fisher, who was yesterday brought before Magistrate Macrae and remanded till the 26th. He was committed to bail in the sum of \$1,000 himself and two sureties of \$500 each.

A WELL attended meeting of the W.C.T.U. was held at the Chalmers Hall, Tuesday afternoon, when the report of missions, given at the recent convention by the world's superintendent, was read by Miss Bovee, and a considerable collection was taken up for mission work.

The Waverley Mine, Ltd., of London, England, capital \$100,000, is authorized to carry on business in British Columbia an extra provincial company. The head office in British Columbia is at Albert Canyon, and John Grant, managing director of the company, is the attorney.

AT Nanaimo on Wednesday Mr. George Edwin Norris, eldest son of Mr. George Norris of the Free Press, and Miss Emma Clara Brown, second daughter of Mr. James M. Brown, were united in matrimony by Rev. Canon Good. They left on the morning's train for Victoria to remain until Saturday.

On the petition of Robert McBride and others, Hon. J. H. Turner, minister of agriculture, in conformity with the Farmers' Institutes and Co-operation Act, authorized in the British Columbia Gazette the organization of a farmers' institute at Richmond, the first meeting to be held at 1 p.m., on December 15, at the town hall, Richmond.

MISS SOLBERG'S first appearance before a Canadian audience on Wednesday in Emmanuel Baptist church school room was an interesting event. Her fine elocutionary powers displayed showed the result of native talent combined with careful training. Her impersonations were striking, and the audience, despite the inclement weather, was fairly good.

THE Jubilee hospital is at last to be fitted out with electric light, this desirable move being made possible by the generosity of the ladies of the Agorionian society, who are paying for the wiring and fixtures. Messrs. J. C. Hinton and Co. have received the contract for wiring and fixtures, and the work will, it is expected, be completed in a week.

AS SOLICITOR for the applicants, Mr. Herbert E. A. Robertson gives notice of a private bill for a railway from some place near Esquimalt to the mouth of the Columbia and Cance rivers to Let's Jaune Cache, and thence by the Fraser and Farnip rivers to Dease and Teslin lakes or to the mouth of the river to the northern boundary of the province at a point on the Liard river.

AMONG the appointments gazetted this week are: George Ratcliffe, M.A., to be a member of the boards of licensing and police commissioners of Greenwood; Isaac Hallett to be magistrate of Greenwood; James Macrae to be coroner for the county of Nanaimo; Edward Elwell to be a clerk in the office of the government agent, Fort Steele; and Condon Macrae to be a clerk in the office of the mining recorder at Fort Steele.

THE following is from the Vancouver News-Advertiser of yesterday: "Mr. Gordon Grant, of Victoria, fairly delighted his audience in the First Baptist church on Tuesday evening. Those who were present expected a treat and were not disappointed. Mrs. Grant was the delegate from the British Columbia W.C.T.U. to the world's and Dominion W.C.T.U. conventions, held in Toronto, October 22 to 29, and is now visiting the unions of the province, giving a report of the proceedings at said conventions."

CERTIFICATES of incorporation of the following new companies are published in this week's Gazette: Kalo Rink Co., Ltd., capital \$3,000, and headquarters at Kalo, the object being to carry on business as curling and skating rink. The Klondyke Trading & Outfitting Co., with a capital of \$50,000, and registered office at Vancouver, will outfit miners and do a general commercial business in connection with the Yukon. The Rothesay Shipping Co., Ltd., with headquarters at Vancouver and capital of \$50,000 will do a general shipping business.

THE peripatetic philosopher Benjamin F. Jones, whose proclivity for carrying the hair oil in his trousers pockets aroused the suspicions of the police when booked for vagrancy on Wednesday, was yesterday wheeled before the bench, and in spite of the fact that he stoutly maintained that the incriminating article was lawfully bought in Tacoma (regardless of the fact that emblazoned in large letters on the bottle appeared the name and address of a local firm of apothecaries), he was given one month at hard labor. His travelling companion, John Brady, was remanded for two days, with a hint on that side that, if he did not do his proper thing for him to continue his wanderings.

THE Skagway News tells of a novel plan which two Portland men have for delivering fresh eggs in Dawson City. These adventurous speculators brought 1,800 dozen eggs from Seattle, packed them in hermetically sealed tin eighteen dozen eggs to a can. As far as Skagway the eggs were on ice. The outfit consisted of four men, twenty-eight dogs and seven sleighs, the front sleigh being constructed with a snow plough in front. The party were to go direct to Underman and proceed to the coast, and there an ice boat is to be constructed, with which the party hope to sail to Dawson City in thirty days, twenty-eight days left tide water. They expect to realize \$30 a dozen for their eggs.

AT THE FALL ASSIZES.

Grand Jury Refer to Some Leading Victoria Topics in Their Presentation.

They Express a Hope That Their Representations Will Not Be Ignored.

The trial of John Atkin, charged with the murder of his father-in-law, George Brown, opened in the assize court yesterday and during the afternoon the grand jury brought in their presentation, a somewhat lengthy one dealing with a number of subjects of special interest to the people of Victoria.

The presentation read as follows: To the Honorable Theodore Davis, Chief Justice of British Columbia.

MAY IT PLEASE YOUR LORDSHIP: We, the Grand Jury now assembled, present to your Lordship the following report: We believe that the benefits to the city and province from this source will be immeasurable, but we must point out that the benefits to accrue to the city of Victoria will be best transient unless the municipality rises, and rises ably, to the importance of the occasion. It seems to us that in the present condition of things tens and hundreds of people are passing through the city and seeing its natural beauty and unsurpassed surroundings, might be tempted to return here and settle their families, while they themselves spend their summers in the North, would be deterred from doing so by the condition of our streets, water supply and drainage. It also appears to us that a little energy on the part of the municipal authorities would very soon remedy the defects of the city, and the powers given them by the present government to enforce connections with the sewers, owing to their dislike of pressing some of the poorer property owners, should they not wish to do so, to government to power to raise the necessary money to do the work, and charge it against the lands and improvements of the owners, both the city and the government, we consider the disgraceful condition of the Johnson street, and the connections of the closets with box drains, and the authorities could instantly put a stop to, were they to use the powers given them by the municipal act.

We are entirely in accord with your Lordship's views as regards street improvement, and think it imperative that means should be taken to apply once more to the city council, and to the streets and sidewalks in their present condition our town can never be as attractive as should be, and to inhabitants or new-comers. If this work could be put in hand contemporaneously with the laying of the pipes for all sewer connections we should no longer see the tearing up of roads which have just been repaired.

We would urge the extreme necessity of the immediate completion of the waterworks at Beaver lake, which have now been long in an unfinished state, and on which the citizens have expended money with a lavish hand, and have not received as yet in return therefore one drop of water from the new filter beds.

Bridges.—We are also of opinion that definite steps should be taken to place permanent bridges in the city in the present state of the present, and fast decaying wooden ones, more especially in view of the extra traffic we are anticipating they will be called upon to bear. We would also point out that during the coming year the Dominion government will, as agreed with the city council last year, remove the pile bridge at Point Ellice if a structure of a permanent nature be not constructed. This, if not commenced in the near future, we call attention to the fact that the grand jury in their report of 1896, recommended that the bridge should be immediately replaced by a permanent structure sufficiently strong to carry any traffic which it might be called upon to bear, and we are strongly recommended that the provincial government should render material assistance towards the cost of the bridge, and that the city should be authorized to connect link between two streets, by being the means by which one of the principal highways of the country enter the city, and which has been suggested hitherto unheeded by the authorities, we are most heartily and entirely in accord. For the building of the permanent bridge and replacing the other city bridges by permanent ones we believe that the several authorities should now raise the means, and so avoid all chance of a repetition of the terrible calamity of the 25th of May, 1896.

Wharves.—We would also suggest an examination of the wharves along the entire water front of the city. One slip away during the Jubilee celebration, and we have reason to believe that others are not as safe as they ought to be.

Fire Arms and Outposts.—We call the serious attention of the responsible parties to the danger attending the use of fire arms, air guns and other weapons, and even boys of tender years; many instances having come to our personal knowledge, not merely of destruction of property but of hazard to life and limb, and we hope that parents will assist the police by seeing that their own children do not possess or use these dangerous weapons.

Street Cleaning.—We are of opinion that the city should at once put a stop to the practice of cutting wood on the streets by circular saws worked by steam, it has led to serious accidents, and we believe, permitted in no other ordered community.

Provincial Gaol.—We have inspected this and find it well kept, and the food and sanitary conditions satisfactory. In view of the large amount of wood in the roofs, floors and other parts of this building, and the insufficiency of the same, especially during the summer months, we think some means should be devised to lessen any risk of loss of life through fire. Having seen many of the

THE WAYERLEY MINE.

A Gold Commissioner Resigns to Take the Management of This Splendid Enterprise.

Grant-Govan Property Success is Well Advancing Whose Success is Well Advancing This Province.

A strong evidence of his confidence in the great value of the Waverley mine, near Albert Canyon, West Kootenay, is the resignation of Mr. J. D. Graham, of the responsible position of gold commissioner of the northern division, for the purpose of taking the general management of the Waverley company. Naturally Mr. Graham has had special facilities for acquiring a knowledge of the mine, and being an ex-member of the Mine Engineers, and a practical miner, was also capable of forming a proper estimate of its value. Up to the present time Mr. John Grant, of Revelstoke, a large owner in the Goldfields of British Columbia, the present manager of the Waverley mine, has managed the mine, and later Mr. Grant has resigned and will first visit Detroit, his home, and afterwards to London to consult with his associates. The mine is of great width, 74 feet, and carries up ore from the surface. There is at least 17 feet of shipping ore, which is at least \$200 to \$250 per ton in all values, while it is expected that the average value of the ore will be over \$100 per ton. The development so far has been carried on in a practical way. There are over 300 feet of tunneling, all together in one ore, and this will be followed by the tunnel at the 850-foot level, which will block out a stupendous quantity of pay ore.

A road now 26 miles in length has been built from the railway to the Waverley mine, and the hauling of ore for shipment begins early next week. Later on this will be converted into a tramway or narrow gauge railway, and it is probable that a plan for grading the ore will be erected. The Goldfields of B. C. own a large group of mines in the same district, and the confidence of the management was practically shown at a meeting in London on October 18. The Waverley, an adjoining property to the Goldfields, is incorporated on the same lines as the Waverley, and at the meeting the shareholders subscribed double the amount required, so that it was unnecessary to appeal to the general public.

Mr. Ernest Grant-Govan, the managing director of the Goldfields of British Columbia, Ltd., has just answered the adverse criticisms that have been made upon him by a large number of the Mainland press, by the excellent way in which he has managed the company's mines. Through the company's mines in this country he has accomplished more in his first year's operations than others in his reports in many years' time, while the reports of the company's managers, managers, and practical outsiders, as outlined at the October meeting, go to show that the mines operated will soon rank among the largest producers and dividend payers in America.

THE PACIFIC CABLE.

While the Canadian Government Heitates a Rival Scheme Means Headway. A recent issue of the Sydney Morning Herald contains the following: "The Cable route for the proposed alternative cable service, instead of that via Canada and the Pacific, again makes itself heard of, and the government is now being urged to enquire. The proposal comes from the Eastern Extension Telegraphic Company, which has served the Australian route for many years. It is so framed as to be a project for the British territory on the way, so that in this respect, as we have before explained, it is not a rival of the Pacific scheme. So far as the colonies are concerned, the conflict between the two proposals on this point is clear enough. It will not be a matter of local interest, but the line of cable dependent entirely on one or the other, and one liable to serious interruption either in time of peace or war. This conclusion was arrived at by the entire voting power of the conference, and it is not likely to modify it. The only possible modification of opinion comes from the fact that in 1884 and 1896 the route of the Pacific cable was adopted at the Ottawa conference, and it was agreed that the cable was desirable, and its construction was to some extent a condition precedent to the diversion of the Pacific trade by way of Canada. But the affair seems to have broken down in July we heard that the premiers of Canada, New Zealand and New South Wales were working together in the interests of the Pacific cable. Then we heard that Mr. Chamberlain was unable to attend the conference, and that the matter until Canada took suitable action, and towards the middle of August Mr. Reid said at Vancouver that the Dominion had caused the lunch, while this is not likely to modify it. 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THE AFFAIRS OF JAPAN.

Proposed Increase of Land Taxation Causes a Cabinet Crisis—Orders for Warships.

German Trade Missionaries Active—Cost of the Floods—The Dingley Tariff.

The Progressionists seem to have brought on a cabinet crisis in Japan, they propose any increase of the land tax, they want administrative expenditures reduced, the policy regarding Korea changed, and last, though not least, they desire to secure the removal from the cabinet of Marquis Saikaku, Viscount Nomura and Mr. Maru, ministers of education, of communications, and of justice, respectively.

ON THE WATER FRONT.

Farallon Takes North a Party Bound for Dawson City—Another Salmon Ship.

Steamer Farallon reached Victoria day morning on her way to Skagway and Alaska points, and after a couple of hours proceeded on her way. She had in all some forty or fifty passengers, and was accompanied by a number of dogs and cats. The Farallon is a new ship, and is being run by the Dominion.

REPORTS HEAVY WEATHER.

Big trip Lorne has been busy that only an occasional glimpse has been seen of her in Victoria. Last she returned from the coast, where she sheltered the wheat-laden ship. The Lorne towed the steamer out to sea, and was blowing canvas to drag her anchor.

THE "COLUMBIA."

The "Columbia," a new steamer, is being built at the Victoria shipyard. She is to be a first-class cruiser, and will be ready for service in the summer of 1898.

THE CHESS CLUB.

The chess club has been organized, and will meet on Monday evening. The club is composed of several of the best players in the city.

A JOCKEY'S DEATH.

A jockey named Tommie was killed while riding at the Victoria race track. He was struck by a horse and fell from the saddle.

THE YOMIURI SHIMBUN.

The Yomiuri Shimbun, a Japanese newspaper, has been published in Victoria. It contains news from Japan and other parts of the world.

THE JAPANESE GOVERNMENT.

The Japanese government has issued orders regarding the Dingley tariff. It has also announced plans for the construction of a new shipyard.

WENTWORTH, NOV. 17.

Wentworth, Nov. 17.—The Northern blizzard has been very severe, and has caused much damage to property.

THE FEEN MINE.

First Mill Run Gives Splendid Results and Extra Shipment Will Soon Be Working.

Nelson, Nov. 15.—(Special)—Mr. F. C. Innes, the manager and John A. Beach brought in to Nelson to-day five bricks of gold bullion as a result of the first mill run of the Feen mine, on Morrison mountain, near the headwaters of the Hall creek. The bricks were deposited with the Bank of Montreal.

THE GALENA FARM TROUBLE.

English Stockholders Make Inquiries One Year Too Late for Service.

The Vancouver, British Columbia and General Exploration Company, Limited, is the syndicate which succeeded in floating the Galena Farm properties in London. The syndicate was organized in 1896, and has since that time been engaged in the development of the mine.

A FORT STREET FIRE.

At an early hour yesterday morning the firemen were called out by an alarm from box 32 to extinguish a fire at 144 Fort Street owned by Edward Sherritt. The house is a small frame one, and the fire seemed to be in the cellar at first.

THE CLAYQUOT MINES.

Seattle Prospectors Tell of Their Favorable Promise.

A BIG SUGAR MILL.

Mr. Ribbet and Associates Have Organized a Beet and Cane Sugar Refinery in California.

THE OPPOSITION TO THE AMERICAN SUGAR REFINERIES LIMITED.

The opposition to the American Sugar Refineries Limited, or what is familiarly known as the sugar trust in the States, has acquired additional force by reason of thirty-three out of forty Hawaiian island plantations refusing to renew their five-year contracts with the trust.

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CONSUL NOSSE FETED.

Japan's Popular Representative Says His Country May Buy British Columbia Coal.

The Minister of Mines Tells of the Discovery of Gold Quartz in Omineca.

THE "CORONA" ARRIVES TO RESCUE WHALERS.

She Makes a Short Stay in Port and Brings Little News.

NO NEW ARRIVALS FROM THE YUKON GOLD FIELDS AMONG THE PASSENGERS.

Scarcely a half hour's stay in port was made by the steamer Corona, which has replaced the lost Mexico on the Alaskan run, and which yesterday afternoon completed her first round trip to the North.

WILL JOURNEY FROM NORTON SOUND TO POINT BARROW BY REINDEER TRAIN.

On the steamer Walla Walla last night were two passengers who were their way from San Francisco to Seattle to join the relief party who are going on the U. S. revenue cutter Bear to the assistance of the whalers who were shipwrecked in the ice fields off Point Barrow.

FROM CAMP FAIRVIEW.

Hon. D. W. Higgins Speaks of His Visit to That District—New Discoveries.

Speaking of his trip to Fairview, Hon. D. W. Higgins remarked yesterday: "I had a review by stage on Thursday last for Victoria and Penitentiary, 25 miles, in a very unsatisfactory state and need extensive repairs if serious accidents are to be prevented."

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RELICS OF ROYALTY.

The Crown, Silver and Glassware of Hawaii to Be Sold at Auction To-day.

There will be sold at auction in Morgan's salerooms, Honolulu, to-day, the last of the crown, silver, glass and china ware used in the time of the Kamehamehas and Liliuokalani.

The glassware is especially fine, and consists of decanters, finger bowls, champagne glasses, port glasses, sherry glasses, water glasses and many others.

A BUSY FACTORY.

At no time during a human life is the whole body at rest. From the moment the first blood corpuscle begins to circulate in the primary blood vessel, until the last sigh dies away in the stillness of death, there is no such thing as complete rest.

So mighty and so useful is sleep, that it overcomes most of the things that oppose it. It seals the ship boy's lips, who is on the high and giddy main, and refreshes the criminal the night before his execution.

For many years," she says, "I have suffered from biliousness and constipation. I felt low, weak, and heavy. I had a poor appetite, and after eating had pain and weight at the chest. I had a sinking, trembling sensation at the pit of the stomach. I also suffered martyrdom with piles. The pain was most excruciating, and I got no rest night or day. I parted with a city doctor and then a country doctor, but could barely get about."

"I got a bottle of this medicine, and after using it a week I was feeling much better than I had done for years. Since that time I have had no return of the piles, and keep in the best of health. I thank God that the remedy was made known to me, for the good of others I consent to your making this letter public. (Signed) Mrs. Sarah Ann Mitchell, 76, Hillfield Road, West Hampstead, London, February 18th, 1897."

Now, let us have a look at this subject with the eyes of plain common sense. In suffering what she did this woman stands for millions of her sex in every country. She had "many years" of it, she says, and that out of one short human life. What a pity; what a shame! That if it was in the power of man to prevent it. And it was, for she was cured, as we have seen.

Her disease was in the first place indigestion which ran into chronic dyspepsia. The overloaded liver, unable to do its own work and the stomach, which was unable to do its work, gorged and gorged, leaving the bile in the blood and setting up that horrible state of things called indigestion. The indigestion produced the piles. The indigestion produced the evil, with a torpid and poisoned stomach as sponsor for the whole process.

Like a workman who knows his business, Mother Selig's Syrup began to work. Things out at the right end, and made health come back. As the disease had been, no wonder she felt like thanking God for a remedy. For pain felt with the mischief that caused it, and gentle sleep came down upon her eyes. Like the benediction that follows after prayer."

DYSPEPSIA, INDIGESTION, FLATULENCE, and all stomach troubles relieved and cured by Mother Selig's Syrup. Sold by all druggists. Write for full particulars to the Proprietors, Dr. J. C. Eaton, 110, New York.

MINES OF THE KOOTENAY.

News of Some of the Notable Properties—Experts on the Weak.

It is reported that the deal for the control of the Great Western and the West Coast and Kootenay properties at Rossland is on again, with fair prospects of going through at an early date.

The parties negotiating for the properties are the British American syndicate, of which Hon. Charles H. Mackintosh, Lieutenant-Governor of the Northwest Territory, is a lease and stockholder. Government back-tosh is now in Rossland, and General C. S. Warren, one of the largest owners of the mines, made a quick trip from Butte to Rossland the latter part of last week to meet the representative of the syndicate. It is said that the deal involves the payment of about 10 cents per share for the Great Western and 30 cents per share for the West Coast and Kootenay.

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IS IT A GREEK GIFT?

No forecast of the result of the negotiations now pending between the Ottawa and Washington governments can be otherwise than uncertain, owing to an unknown quantity that must be taken into account. This quantity is the object of the new American departure. What is the aim of the movement which has led the President to instruct Mr. Kason to consider the subject of Canadian reciprocity? No one will be so absurd as to suppose that it is a desire to benefit the Dominion. It can scarcely be a wish to remove all causes of friction between the two countries, for too many opportunities to advance an excellent object have been allowed to pass unimproved to render that likely. There is no reason to suppose that the United States has received any new light as to the commercial advantages to be derived from closer relations with Canada. We think we must seek in quite another direction for an explanation of this new departure.

Whatever may be the measure of credit attaching, accidentally or otherwise, to Sir Wilfrid Laurier in connection with the impetus given to the imperialist movement by the Jubilee festivities, there is no room for doubt that the consolidation of the Empire is proceeding apace, and that, in the mighty national arch which will overshadow the globe, Canada will be the keystone. Nearly everyone in the United States has looked forward to the time when the Union Jack would leave this continent forever, and the delay in the consummation of this desire has been regarded only as the ripening process in the rich plum soon to drop from the parent limb. It was the hope of United States politicians that the advent of the Liberal party to power would advance the cause of Continental Union, and it was with no little surprise and disappointment that they beheld the Liberal premier, and a Frenchman at that, posing in London as the champion of British imperialism. This was not according to programme. One of the doctrines of the American gospel according to McKinley has been that the way to win Canada over to annexation is to render her condition as uncomfortable as possible. The late Mr. Dana was a great apostle to this creed. Make Canada feel the burden of her British connection and she will soon cast it off—this was one of Mr. Dana's pet delusions. There was nothing upon which there was greater unanimity of sentiment in the United States than upon the notion that if the factors of that country were withdrawn, Canada would be confronted with the alternative of annexation or bankruptcy. The unexpected happened. Canada extended her hand to the Great Mother, who grasped it heartily without even stopping to inquire what the new overture implied. British imperialism will like a great colossus bestride this continent. The northward extension of the United States must be considered as indefinitely postponed.

In this new condition of things it is not difficult to discover a motive for the sudden change of front on the part of the Washington Cabinet. If President McKinley can check the advance of British imperialism he will have accomplished what from the point of view of most United States public men will be regarded as a triumph. Therefore he has sought to win the Canadian Liberals back to their first love. Will he prove successful? Can he hope to induce Sir Wilfrid to turn his back upon Great Britain? Will he induce him to accept and grant such commercial favors that what there will be left to offer the mother country will be only a stone in the place of bread? If he can, imperialism will be dead, for sentiment alone can render it possible, and all sentiment would be killed by such a course.

So we think the Dominion stands in a very critical condition. The Greeks are at our gates bearing gifts. Shall we permit them to enter? The question calls for the exercise of all the ability, all the statesmanship, all the patriotism of Canadian public men. It rises above the mists of party politics. It is more than a Canadian question, for it touches the future of the whole Empire.

KOOTENAY TRANSPORTATION.

Both the federal and provincial governments ought to grapple in determined fashion with the transportation problem, so far as it affects the Kootenay. It is the question of the hour there. We do not agree with those who think the Canadian Pacific or any other company doing business in Canada deliberately sets itself to work to thwart the development of trade. Theoretically the interests of shippers and transportation companies are identical. It is the interest of the former to pay enough to enable the latter to give a good service; it is the interest of the latter to carry freight low enough to make it an object for the former to increase their shipments. Everyone admits these propositions; but unfortunately when it comes to applying them in practice any number of difficulties crop up. Hence there is everywhere more or less friction between the shippers and the transportation companies. The Kootenay papers discuss the question as though it were something peculiar to that part of the world; but they know that it is not and only treat it as if it were in their desire to be very emphatic.

There are some propositions in regard to the traffic of the Kootenay which seem self-evident. One of these is that the district is and must always to a large extent remain Canadian Pacific territory. Competition can come from two sources, although in any event it must be only partial. One of these is by connection with the railways of the United States, and the other is by an independent railway to the coast. This refers to traffic with outside places. A second, and some will say, an equally important question, is that of local traffic, whereby the produce of the mines can be got to the smelters. There is necessarily more or less connection between the two descriptions of traffic.

In any plan that may be adopted, the Canadian Pacific must be considered. It is well enough for irresponsible persons to talk as though this great corporation could be taken by the throat and compelled to do what anybody sees fit to require. A great transcontinental railway is as much an actual factor in determining competing means of transportation as a great mountain range would be. Suppose that the Victoria, Vancouver & Eastern company should be able to get their project financed, the country could have no possible guarantee that it would be an actual competitor with the C.P.R. We have lately seen how two such rival roads as the Great Northern and the Northern Pacific have become allies. No way can be suggested whereby men can be prevented from selling their stock in a railway. This is just true of the Columbia & Western as of the other company. It is just as true of the Nelson & Fort Sheppard. For the present it suits the purposes of all these concerns to be in a sense rivals. Six months from now it may suit the interest of some or all of them to unite. If by subsidizing one concern in preference to any other the government could get some sort of a guarantee that continuous competition would be secured, thereby ensuring lower freight rates, the solution of the question would be easy enough. But can this be done? Can any surety be given that the C. P. R. will not acquire in some way the control of this question because the cry of the Kootenay press is for relief from what they call an impending C. P. R. monopoly. If such a monopoly is impending, and if it is likely to be detrimental to the best interests of Kootenay, why do any one suggest a certain method of warding it off? This question calls for more than mere general statements. Let it be conceded that competition in freight charges is necessary in the interest of the Kootenay mines. How can it be secured; not only for a few months, for there would be no object in spending money for that, but permanently? Can the V. & E. company guarantee it? Can the Columbia & Western do so? It may be said that the latter, by reason of its being operated in connection with a smelter, would be likely to remain independent, so far as local traffic is concerned. It will be contended that the former, by reason of its coast connection, could afford to remain an independent line. But we all know that, as a matter of practical business, railway companies are governed by what appear to be their interests from time to time, and that it is impossible to lay down in advance any general rules which they may be counted upon with certainty to follow.

It would be an easy matter for both governments to stand aloof and let the companies build what roads they choose, where they choose and when they choose, giving them no aid whatever from the public funds. But the people expect something else. They look to the governments for aid in the solution of the Kootenay transportation problem. We suggest that the two governments ought to act in harmony, and as they will find themselves unable to prevent the amalgamation of ostensibly competing lines, they should protect the public interest by coupling any aid which they may extend to any line with a stipulation as to the control of freight rates on ore and coke, if nothing else. If this is done, it will not matter very much who builds the needed railways in Kootenay.

THE GROUND FOR A SUBSIDY.

The News-Advertiser is opposed to provincial aid to a railway to the Yukon waters. There was a very comprehensive railway scheme, which, if we are not greatly in error, our contemporary would have been glad to support; but the combination could not be made, and since then it has been next to impossible to suggest a railway subsidy plan to which it has not been opposed. The Cassiar Central was a conspicuous exception to the rule. The object of the Cassiar Central is in some respects the same as the proposed line to Teelin Lake, namely, to develop a part of British Columbia and promote the exploration and opening up of the contiguous portion of the Northwest territory. The railway to Teelin Lake will have the additional recommendation of aiding British Columbia cities in competing for the trade of the Yukon valley. There is not an argument in favor of the Cassiar Central subsidy which does not apply to a subsidy for a line to Teelin Lake. We do not recall what the News-Advertiser said in favor of the latter, but we do know that Mr. Cotton spoke for the subsidy in the House and voted for it and against the party with which he was supposed to be in sympathy. It ought not to be difficult to convince a gentleman who favored the Cassiar Central Teelin railway would be a good thing. He might raise a question as to the amount and nature of the aid to be given, but he could hardly justify the principle of the one and condemn the principle of the other.

Present indications are that Teelin lake is likely to become a mining center of very considerable importance. There is gold on the Hootalinqua, and in some at least of the streams flowing into the lake. There is very promising ground between the lake and the Stickeen river. There is room for some colonization along the line which such a railway would follow. Therefore the same class of arguments can be used in favor of a subsidy to such a line as were successful in convincing Mr. Cotton that he ought to speak for and vote for the Cassiar Central subsidy.

The Colonist will go as far as its contemporary in contending that the province ought not to incur any responsibility in order to promote the development of parts of Canada lying outside of the province unless some corresponding benefit would accrue to British Columbia; but the argument as stated by the News-Advertiser is a very narrow one. Given the existence of a trade outside of British Columbia, the trade of which can under certain conditions be brought to British Columbia, it may be the duty of the British Columbia government to supply those conditions. The province ought not to feel itself hampered by the arbitrary lines which the parliament of Canada has laid down as the limits of this province. If there is a good thing beyond these lines, which may be got by reaching out for it, we favor attempting to reach it.

We stated yesterday the principle which ought to govern such a subsidy. We would not favor the general offer of a subsidy to this or any other railway; but believe that a specific project should be presented to the legislature, provided always that the Dominion shall not be obliged to construct the line as a public work. Such a project should be explicit as to immediate construction, and the company receiving aid should be bound to show its good faith and financial tract to build the road under the supervision of the legislature. A railway can be built from the Stickeen river to Teelin Lake next season. If this can be brought about by the granting of a railway subsidy from the province, we favor legislation to that effect, provided a company, having the money at its command, is prepared to enter into a contract to that effect with the government, subject to the approval of the legislature.

DOES IT SPEAK WITH AUTHORITY?

The Toronto Globe, discussing the great need of British Columbia for railways, says that the construction of a Canadian Pacific must be regarded as a full discharge of the responsibility of Dominion to the Province in regard to railways, and informs us that the Crown's Nest Pass subsidy must not be considered as a precedent. Then follows this sentence: "Such aid was favored by the Globe as a condition of the abrogation of the Canadian Pacific's 10 per cent. clause." Since when did it come about that what the Globe says is the law of Canada? We fancy that when the question of aid to British Columbia railways comes before parliament other parties will be heard from besides the Globe. The Toronto paper says that in view of the fact that nothing can be expected from the Dominion, it might be well for this province to experiment on the subject of government construction of railways.

In view of this claim of the Globe, it may be interesting to give a few facts regarding the railway subsidies granted by the Dominion. Up to June 20, 1896, eighty-seven roads had been subsidized by cash bonuses. They embraced 5,716 miles of road, and the amount of subsidy that they had received or would become entitled to was \$44,738,447, of which over \$41,000,000 had been paid. Of this \$28,500,000 in round numbers went to the Canadian Pacific, leaving a little over \$18,000,000 for other lines. Of this amount \$1,118,780 were given in aid of roads in British Columbia other than the Canadian Pacific. Last session certain new subsidies were voted, so that the total amount paid and available up to date may be stated in round numbers at \$20,000,000, exclusive of the C.P.R. It is not fair to charge the whole of the amount paid to British Columbia railways to this province in estimating its claims against the Dominion, for the reason that in consideration of the grant of \$750,000 to the E. & N. railway the province gave the Dominion 2,000,000 acres of land on the Island and 3,000,000 in the Peace River country. Taking this amount from the above sum charged against the province, and we have left \$368,760 as the total contribution of the Dominion in aid of lines in British Columbia, or less than one-fiftieth part of the whole given for subsidies. We say that this is a fair way to put it, because neither of the other provinces gave anything to the Dominion in consideration of railway subsidies.

Moreover, it is not fair to charge the province with the subsidy to the Canadian Pacific, first, for the reason that the construction of that line was a part of the terms of union, and second, because the province contributed an immense area in land to the Dominion government in return for its expenditure on that railway. We say that under the foregoing circumstances the claim of the Toronto Globe that this province need not expect any further aid from the Dominion in the matter of railway construction is unjust, and cannot be defended. One nearly twice as much from the Dominion for aid to railways as the whole of this imperial province. The Drummond County railway, which the Globe is prepared to have the Dominion buy back from the company, received nearly as much as this whole province. Tomiscon county, Quebec, with a population of 22,000, who do not contribute an average of \$1 per head to the revenue, received more than double as much in subsidies as this whole province. One railway in Ontario received as much as the whole province, and many railways nearly as much. And so the money went. When British Columbia wanted anything, she had to give up her public domain in exchange for subsidies, except in the three cases of the Nakup & Slocan, the Columbia & Kootenay, and the Shuswap & Okanagan, which were tributaries of the Canadian Pacific.

We shall refer to this subject again. THAT PRECIOUS PLATFORM. The denunciatory part of the so-called Liberal platform is not worth two minutes' serious consideration. We will consider the affirmative part. Government ownership of railways. The language of the platform is that the party advocates "the adoption of a policy directed towards the ultimate ownership of railways by the government." Sir James Carter, Chief Justice of New Brunswick, nearly a half century ago, speaking of a consolidation of the statutes, said it was a pity that the consolidators had not been bound up in the volume so that they could be referred to for an explanation of what they meant. So we say that the framers of this platform ought to have put themselves somewhere so that they could be catched as to its meaning. What for example does the plank quoted mean? By what government is it contemplated that the railways shall ultimately be owned? Until some one, speaking with authority, explains this point, discussion is useless, for a different set of considerations arise if the Dominion government is meant from those that must be taken account of if the provincial government is to own the railways.

The reservation of public lands for actual settlement. This is absurd in a province like ours, where millions of acres will never be utilized for actual settlement, and yet can be used advantageously by private owners. Government control of freight rates when subsidies are given. This does not go far enough. The government ought to take the right to supervise and control freight schedules on all railways; but whether this should be done by the local or federal government is an open question and the platform leaves it so, as far as the party for whom it speaks are concerned.

The investigation of land titles to see if the conditions in all cases have been complied with. Without evidence of specific instances where such an inquiry is desirable, the great expense of an investigation would not be authorized. With such evidence the legislature can order an investigation at any time. This plank is a mere demagogic bid for votes.

The simplification of land registry and transfer. This is not a party question. There is no difference of opinion as to the desirability of making land transfers simple; the only question is as to the expediency of going to the expense of any radical change.

Repeal of the mortgage tax. There is no mortgage tax to be repealed. Why did not the platform builders say what they meant, namely, the repeal of the personal property tax? The explanation is that to do so would be to give the whole game away. They dare not advocate the removal of taxes from personal property and putting it on real estate. Why have they not honestly said what they mean, which is that money loaned on mortgage shall not be taxed, while money invested in anything else shall be? Why have they not told the men whose property is taxed that what they propose to take off the mortgage they must levy directly upon the land? The repeal of the miner's license so far as relates to those working in mines. The proposition is a reasonable one, but is neither new, nor specially the property of the Liberals.

The imposition of a tax on the output of coal mines. This is an indefensible proposition, which needs only to be understood to be rejected. The disposal of timber limits by public auction in such quantities as will meet the requirements of trade. The latter part of this plank is unworkable. The desirability of disposing of the public domain by auction is a very debatable subject. We admit that some things can be said in favor of it. It is also open to abuse. We should like to hear what the advocates of this change claim for it.

Government sealing of logs. We were under the impression that the lumber interest was properly safeguarded in this respect. The inauguration of a system of forestry. The suggestion, for it can be called little else, is a good one; but it is not new and a beginning has already been made.

The discouragement of Oriental labor immigration. The only thing to be said about this is that the Liberal party is very absurd if it claims to be the special champion of this sentiment. To these definite planks there follow three vague ones, which look like a belated season of the denunciatory clause with which the platform opens. They are trumpery in the extreme. The whole platform is not worth the fuss and mystery that has been made over it. It is trivial throughout, a sort of Cheap-John, catch-penny stuff. In no place does it rise above the level of demagogic mediocrity. Its tone is pharisaical throughout. It is a curious medley of platitudes and puerile abuse.

The egg has been hatched. The self-styled Liberals of British Columbia now know what they are supposed to think. The platform adopted at New Westminster has been given to the world. As the platform of one of the parties in Dominion politics it is a curiosity. There is not a word upon Dominion politics in it. There is nothing especially new in it; but we will reserve comment upon the whole product until another day.

There are many indications that great improvement has already begun in the condition of Seattle. Although no town on the Coast is so much our rival at the present time as Seattle, every one in Victoria will be glad to know that the Queen City of the Sound is rapidly mounting the grade towards prosperity. For three nights in succession the Times has referred to assess. We would remind our contemporary that nothing is so objectionable in a paper as egotism.

The San Francisco agent of the North German Lloyd Steamship Co. stated in Seattle that his company has thousands of people booked from Germany for the Golden North. One steamer load will come direct around the Horn, but others will take the Atlantic liners to New York. Things look now as if we could not estimate the immensity of the rush soon to begin. It is not often that London has a very serious fire. The imagination shrinks from contemplating what would be the result if the great city should be overwhelmed by a conflagration.

THE CANADIAN PRESS. THE DEADLY BIKE. A Toronto exchange insists that the crime of murder "runs in cycles." But there are some people in Toronto who think murder runs on bicycles.—Hamilton Spectator. IN THE INTERIOR. The rich gold deposits on the headwaters of the northern streams flowing eastward from the mountains, many of them as rich as the alluvials of the Yukon, will also be developed. Attention will also be directed to the petroleum and other valuable mineral deposits known to exist north of Edmonton.—The Nor'-Wester. THE BOWERY STYLE. As everybody knows the term of office of His Honor the Lieutenant-Governor is nearing its close; a few days now will see him bidding farewell to Carey Castle, the occupancy of which has been extremely creditable to himself and his accomplished wife. During their official residence at the Capital they have displayed their hospitality lavishly and have endeared themselves to all who shared in their entertainments, and these were not confined to a favored few but represented all classes of society. In his position as Lieut.-Governor, the Hon. Mr. Dewdney has observed the best traditions of representative government and has in no way sought to interfere unduly with the councils of his advisers or to infringe upon the rights of their opponents. He leaves office with an unshaken character and a high reputation in business methods and progressive ideas. He has placed his money in the mines of the interior, though we have not heard of any large dividends coming his way. Under such circumstances for the Victoria Times to single him for attack is simply disgraceful, and evidences the low methods which it thinks desirable to pursue. While Mr. Dewdney is endeavoring to assist in opening up the mineral wealth of the province, his detractors on the Times, who have never been known for their enterprise in this direction, are endeavoring to bring him down with mud and with a proficiency born of large experience and narrow intellect. The spectacle is not an edifying one, and is reminiscent of the range of the vision shown above the gutter and the vulgarities of the gutter press. When these things have been long forgotten the Hon. Edgar Dewdney will be remembered with affection by the people of British Columbia.—Vancouver World.

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SMASHED B A Terrible Sixth Goddard the F Latest Discreditable Ex Francisco Bro Sports H San Francisco, No has won another qu this time t ght, which rounds, term Sharkey, af a Goddard's and knocked h force of imp Goddard's head in a awful smas se at the end staggered to the r our turn while hel back. Amid great awarded the fight to The decision was victory is far from the popular impres was hurt more by h fier than from Shar were at all times directed. Popular confiden of the projected fight mers handful of app sion to the Mechanic On the main floor uchers and policemen bered the few isolate reserved seats and b Sharkey was the tened by his bro Eddie Connelly and was quickly follow champion who had Alexander, Henry B lacher. Sharkey was usual excellent condit looked drawn and lo When time was c round the men contes a few moments, Sha lead. Finally Sharke catching Goddard sq and the big Austr Nothing was done fo the round, Sharkey vantage of his lead. Before thirty seco round had expired c other clean right f again. Joe r lunges at Sharkey quick in eluding hi third rounds were a and inches without fighting, little slug bugging, butting an sailor was the stronge the better of the roug The sixth round pr Sharkey rushed on G ball player, bucking seemed disconnected, tactics, and got a wrestling. Finally a quarters Sharkey la feature and the big h head striking the sounding thump, Sha top of him. The sai and waited for G his feet. He was cited that the refere him from actually fo the latter had a plain in no condit fight, and when att steadied himself with the referee very lum cision to the sailor. fights it was a very u

UNITED STATE Spanish Governme Announcement F McKi New York, Nov. 17 Herald from Wash said to be the pres ident McKinley to Spanish correspondent message to congress. It is compatible with the publish the full text further correspon rying out of the prom Spanish government be accessible to mar tee on foreign affa in dealing with ven come before them. It is reported that the the correspond the present for poli new ministry fears the attitude towards the show if it is not ma ment at home, and it possible to carry out forms. On the other hand that another gress will tend to agr in Spain. The Presi now is to stave off act congress until it can whether Spain's new or fail. New York, Nov. 17 With a view to Ma admment will not fi a date for the elect of the new cor Sagasta can definiti tude of the Ameri Spain, and until Pre message and the con the question of filius enable him to see the policy. The govern leaders of the opposi visible to risk being ment in case compl relations with the Un the attitude of the A and President be re Sagasta will disa center and appoint February, thus bring ing of the cortes early With a view to ge from the houses in Spanish governments double majorities, h have the election at time in Spain and the

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SMASHED BY SHARKEY.

A Terrible Sixth Round Makes Joe Goddard the Fighting Sailor's Latest Victim.

Discreditable Exhibition at San Francisco from which Local Sports Held Aloof.

SAN FRANCISCO, Nov. 18.—Tom Sharkey has won another questionable battle, his opponent this time being Joe Goddard. The fight, which was scheduled for the grounds, terminated in the sixth round, Sharkey, after landing a stiff blow on Goddard's jaw, rushed at his opponent and knocked him to the floor, literally by force of impact.

Godard's head struck the canvas in a awful smash which dazed him. He staggered to the ropes. Referee McArthur meanwhile held the excited sailor back. Amid great confusion McArthur awarded the fight to Sharkey.

The decision was just, but Sharkey's victory is far from creditable, it being the popular impression that Goddard was hurt more by his fall from the floor than from Sharkey's blows, which were at all times wild and miserably directed.

Popular confidence in the genuineness of the projected fight was so slight that mere handful of spectators paid admission to the Mechanics' Pavilion to-night. On the main floor of the pavilion the ushers and policemen severely rebuked the few isolated occupants of the reserved seats and boxes.

Sharkey was the first to appear, attended by his brother Jack Sharkey, Eddie Connelly and Spider Kelly. He was quickly followed by the Barrier champion who had behind him Teddy Leonard, Jim Sharkey and the big Australian. Sharkey was apparently in his usual excellent condition while Goddard looked drawn and low in flesh.

When time was called for the first round the men came up and fiddled for a few moments, Sharkey jumping about while Goddard waited for the sailor to lead. Finally Sharkey swung his right, catching Goddard squarely on the head, and the big Australian went down. Nothing was done for the remainder of the round, Sharkey failing to take advantage of his lead.

Before thirty seconds of the second round had expired Sharkey put in another clean right and Goddard went down again. Joe made several wild lunges at Sharkey but the sailor was quick in eluding him. The second and third rounds were a series of wild rushes and clinches without any real fighting.

In the fifth the men did all kinds of fighting, little slugging, and plenty of hugging, butting and elbowing. The sailor was the better of the rough work. The sixth round proved to be the last. They rushed on Goddard like a football player, and he was severely injured. He seemed disconnected at the sailor's tactics, and got the worst of the wrestling. Finally a rally in close quarters Sharkey landed a powerful right and the big fellow went down, his head striking the floor with a resounding thump, Sharkey tumbling on top of him.

Goddard waited for the sailor to lead, and when after several seconds he steadied himself with the aid of the referee who very humanely gave the decision to the sailor. Like all Sharkey's fights it was a very unsatisfactory affair.

UNITED STATES AND CUBA.

Spanish Government Anxiously Await an Announcement From President McKinley.

NEW YORK, Nov. 17.—A special to the Herald from Washington says: It is said to be the present intention of President McKinley to incorporate the recent Spanish correspondence in his annual message to congress. He does not deem it compatible with the public interest to publish the full text of the correspondence, and the carrying out of the promise made by the Spanish government. The papers will be accessible to members of the committee on foreign affairs for their guidance in dealing with various resolutions which will come before them.

It is reported that Spain has asked to have the correspondence withheld for the attention of political reasons. The Spanish ministry fears that its conciliatory attitude towards the United States, as shown by its note, may cause embarrassment at home, and thereby make it impossible to carry out the proposed reforms. On the other hand there is the fear that jingo members of congress who have been expecting so much at the hands of Mr. McKinley, may not be satisfied with all that Spain has promised, and that another outbreak in congress will tend to aggravate the situation in Spain. The President's chief desire now is to state of action of any kind by congress until it can be definitely known whether Spain's new plan is to succeed or fail.

NEW YORK, Nov. 17.—A despatch to the World from Madrid says: The government will not dissolve parliament nor fix a date for the election, and the meeting of the cortes, until the Spanish Sagasta can definitely indicate the attitude of the American congress towards Spain, and until President McKinley's message and the contemplated note on the question of filibustering expeditions enable him to see the drift of McKinley's policy. The government, and even Sagasta, are of opinion that it is inadvisable to risk being without a parliament in case complications arise in its relations with the United States. Should the attitude of the American congress and President be reassuring, Premier Sagasta will dissolve the cortes in December, and appoint the elections for February, thus bringing the next meeting of the cortes early in March.

With a view to getting supplies easier from the houses in which, like all past Spanish governments, he is sure to get double majorities, his intention is to have the elections take place at the same time in Spain and the West Indies, even

CANADA WITH MEXICO. A STORM SWEEP COAST.

The Countries to Be Again Grouped in Hostile Legislation by Congress.

Republicans a Unit for Hawaiian Annexation—No Prospect for Banking Laws.

WASHINGTON, Nov. 18.—Senator Chandler, of New Hampshire, in an interview in regard to legislation at the coming session of congress said: Senator Lodge proposes pushing the measure looking to the restriction of immigration and demanding its passage without delay.

Bills proposing to bar the undesirable foreign element from entering this country are now pending in both house and senate, and there is no doubt that the two houses will act on a bill.

The class referred to is that which work daily in the United States but live along the Northern and Southern border lines of the country, and embrace Mexicans and Canadians who are in their native country. This part of the bill, in my judgment, eventually will be omitted from the senate bill, which applies to immigration from European and continental countries.

Some action I believe will be taken looking to the relief of the Cuban interests. Of course the Republican policy largely depends on the President's message, but my opinion is that he will leave the entire matter to the judgment of congress.

The prospects for the ratification of the Hawaiian treaty are excellent. The Republicans will stand by it to a unit and many Democrats will do likewise. I think the necessary two-thirds vote will be secured. As to financial legislation and especially as to the revision of the banking laws, I cannot see how any such legislation can be passed.

SALISBURY ON HOME AFFAIRS.

The British Premier on the Government of London—Comments on India's Viceroys.

LONDON, Nov. 17.—At a mass meeting of the National Union Conservatives to-night the principal speaker was the Premier, Lord Salisbury, who seemed in the best of health and spirits, and who spoke with great animation, said that the situation was "not destitute of elements of apprehension, either at home or abroad."

Referring to the disturbances on the northern frontier of India, he said: "I have appointed the Rev. S. W. Parnell, archbishop of Canterbury, to be the vicar of the viceroys, who he said, "has acted so worthily in the great crisis wherein he has been placed as to be completely relieved of all charges of bad faith."

Speaking of foreign affairs, Lord Salisbury denied that the government had yielded to France in the matter of Siam, Tunis or Madagascar.

Turning to home affairs he said that the government of London was a question which he would not touch, and would be solved by giving to other and smaller municipal bodies a large part of the duties now performed by the London city council.

"I would impress upon the members of our church in the older parishes and districts the necessity of doing more than they are doing for the poor, and the maintenance of the clergy. There are exceptions, I gladly admit, but if I may judge from the subscription lists I have seen, and from other facts, many of my attention, many of our people fail to realize their duty in this matter. It is very difficult for the parish priest to induce many people to do more than their duty, but it is his duty to try to do so."

"You want to be governed like New York. Yet the result, which was watched with so much interest, and which so many people deplore, is that the government has made an effort to amend the admitted defects in the municipality by enormously increasing its area and bringing a much larger population under its jurisdiction. The undertaking has failed lamentably, because it could not obtain the assistance and co-operation of the only class which the municipal institutions can be satisfactorily and thoroughly governed."

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ing the atmosphere. No man would willingly empty such water in his front dooryard, and it is not easy to see upon what principle the city justifies its being left along the roadside. The water supply needs immediate attention. Is there a man in the whole municipal establishment, who knows why the city is not getting the full benefit of the large sum expended to provide pure water? If there is such an individual will he kindly emerge from his obscurity and take the people into his confidence. It is high time that an end was made of the delays, disputes, explanations, and the rest of the miscellaneous aggregation of nonsense, with which the people have been afflicted on the question of water supply. If the business had been left in the hands of the children at the orphanage it could not have been mismanaged more thoroughly. Mismanaged seems, indeed, the wrong word, for it implies an effort at management. If a private citizen fooled with his affairs as the city authorities have with the water supply, his heirs or creditors would have had a guardian appointed for him. But the people of Victoria are long suffering.

THE TRADE AND TRAFFIC OF THE YUKON.

We print a letter to-day in regard to the supply trade of the Yukon, which we commend to the consideration of Victoria business men. Hitherto the principal thing that has been considered is the outfitting, the idea being that miners and prospectors will by a year's supply somewhere on the Coast and carry it in with them. There is no doubt that a sufficient number of people will do this to make the outfitting business all that anyone can hope it to be; but Victoria merchants ought to bear in mind that the true business way of supplying the Yukon is through trading stations on the river. If arrangements were made so that a man with money or gold dust could purchase on the Yukon all that he really needs, the majority of those who go in next year would take smaller outfits with them. This may seem at first sight to be against the interests of Victoria, but it will not be so if our people are on the alert and get in with trading stations before competitors. That others will seize the opportunity if they do not is beyond all question. So self-evident a series of propositions as those advanced by our correspondent could not possibly escape the notice of both miners and merchants, and he has done a wise thing in the interest of the business men of this city to call their attention sharply to them.

It is to be remembered in this connection that in such a line there can be no question of rivalry from Seattle houses. It will simply be hopeless for United States business concerns to ship goods from their stocks into the Yukon to establish trading posts. The tariff would render such a course unprofitable; while our Victoria houses could establish branches as well in the Yukon as in any other part of Canada. There is nothing to prevent a Seattle or a San Francisco merchant from opening a trading post on the Yukon, but in such an event his base of supply would no longer be Seattle or San Francisco. He would become a Canadian trader, and as much interested in keeping the trade within Canadian lines as though he were born and brought up in the Dominion. There is no question of rivalry as to the permanent supply trade of the Yukon any more than there is as to the ordinary commercial business of Cariboo, Alberni or Kootenay. It is the selling of supplies for miners to carry with them over which there will be competition. The true business policy for Victoria merchants seems to be to encourage the purchase of moderate outfits and to be prepared to replenish them later in the season from trading posts along the river. They may make up their minds that such posts will be established and that miners will know before they go North next year where such posts will be and will govern themselves in outfitting accordingly.

Notwithstanding all that has been said and written about the Yukon rush, we suppose that none of us really appreciate what it will be like, if present promises are fulfilled. Some people will tell you that 500,000 prospectors will start for the Golden North. Vast as the number is, it is not improbable that it may be reached. Half a million people left Europe for the South African mines in one year. Can 500,000 people get into the Yukon next year? Put the season of travel at six months, and we have over 80,000 a month or over 2,800 a day. It means besides the transportation of this vast number of people at least a ton of supplies for every person. It means, moreover, the sending north of millions of dollars worth of building material. Estimating on the basis of last year's work, it means that fully \$250,000,000 worth of merchandise would have to be got into the Yukon next year. The thing seems impossible; but this is the sort of problem with which some people think we will have to deal next year.

Suppose, to be very conservative, that we divide the above estimate by 10 and say that only 50,000 people will start for the North. This is about six times as many as went last year. It will take a hundred trips of the average coast steamship to carry that many people and a

year's supply for them North. If they all go by way of the Yukon, it would mean that from six to ten steamers would have to leave St. Michael's every day while the river was open for the 2,000-mile journey up that river. If they all go down the Yukon, it will mean that during three months a hundred boats a day will have to go down the river, unless as soon as the ice goes out a fleet of river steamers makes for the upper Yukon.

Nobody will accept the 50,000 estimate; more will accept that of half a million. But put the number at what you will and it will be seen that the transportation and supply problem to be grappled with is of enormous magnitude. Not more than 25,000 people live in Victoria. There will be at a moderate calculation three times as many to feed, clothe and house on the Yukon next year. There may be from ten to twenty times as many endeavoring to reach the Golden North. If we ponder a little over these things we will get some conception of what is before us, and be convinced that no preparation in our power to make will be extravagant.

THE GREATEST OF ALL.

We have seen that in very many points the great religions of humanity are similar. One of them, Confucianism, ignores the future, concerning itself only with the rules which should govern every day conduct. The others do not so much teach that there is a future life as take cognizance of it as a settled fact, and endeavor to show how it can be relieved of its evils. It is frequently said that the Bible nowhere speaks of man being by nature immortal, but treats immortality as something to be gained through the merits of Christ. The first part of this claim could not be made with equal truth of all the other great religions. They do not teach that there is a future existence, but take it for granted. It is well to keep this idea in mind. All Oriental races believed in the continuous existence of the individual, wherein they do not appear to have differed greatly from other people who were far enough advanced to have developed any system of philosophy. Remember also that the future existence of the individual is no more an article of religion than the indestructibility of matter. Both are questions of philosophy. Both are *prima facie* inferable from the mere fact of existence. "I am, therefore, I shall be," is the foundation of every system of science, whether applied to animate or inanimate nature. In what is alleged to have been the only interview ever accorded by the Grand Lama of Tibet to a European, he is said to have been asked: "But does it not follow from what you say that beasts are immortal?" His reply was: "Have you any proof that they are not?" Whether this is authentic or not, it indicates very well the attitude of the Oriental mind. The North American Indians, when they sacrificed the horse on the grave of its owner, gave evidence that the belief in the indestructibility of the unit of existence, whether in man or beast, was not confined to Asiatic people.

So far as the conduct of the present life goes there is no very great difference between the golden laid down by all the great teachers, although that taught by Christ is infinitely the most simple, "A man commandment give I unto you; that ye love one another." Again, "This is my commandment; that ye love one another." Again, "Love is the fulfilling of the law." And Paul, the great apostle of Christianity, after describing the other virtues, said, "The greatest of these is love." The secret of the Universe, according to Christianity, is love. It is quite true that other systems reach a conclusion very similar to this, but only indirectly. Of Christianity alone can it be said that it rests upon the existence of an imminent Deity, whose relationship towards his creatures is that of a loving Father, and who expects of them loving service towards each other. Christianity then implies "the Fatherhood of God and the Brotherhood of Man." Of none of the other systems can this be claimed. From the Brahman view of the Parash holds quite as exalted ideas of the Godhead as Christians do, and probably a very much more exalted one than that entertained by a great majority of Christians; but in these systems there is no place for the idea of fatherhood. The heavens might as well be an arch of brass for all the hope there is in these systems for mercy to drop from them as the gentle dew upon the earth beneath. Resistless law holds everything in its remorseless clutch, and relief can only come, if at all, after measureless sacrifice and labor.

We begin to get now an idea of where the superior strength of Christianity lies. It offers humanity a way of salvation. It is worth while examining this thought a little. We have seen how the cry of humanity was for relief from the treadmill of existence, the eternal round of being, the consciousness of which drove even hope from the heart. No picture of torment could be worse than the idea of an everlasting succession of existence passing from one grade of being to another. Of what use were the petty triumphs to be gained by effort, if man simply went into another stage of being and from that to another, and so on for an endless procession, doomed to pass through every conceivable condition in which matter can exist. To-day a man, in the next life a serpent, in the next a tree, in the

next a stone, then man or beast, king or slave, dwelling idly or masterly philosopher—what is so calculated to crush out all hope, all desire for improvement, all incentive to right doing as this? To be assured even of an eternal hell of torture would be a relief. Hence the Buddha's search for Nirvana; hence the Brahman's struggle for final absorption into the Godhead; hence the refusal of Confucius to discuss anything further than what pertains to the present existence. Like a beacon light through darkness and storm comes the Star of Bethlehem. It gives promise of rest forever, and not only a rest after this life is over, but a consciousness of peace and security from day to day.

In one of his eloquent sermons the late Dr. Chapin, of New York, likened humanity to the Disciples in their ship on the storm-tossed Sea of Galilee. Darkness, doubt and danger are on every side; the ship is going they know not whither; there appears only to be a chance of death, whether it shall be by the breakers, whose roar is even now heard, or in the depths of the waves which at every instant threaten to engulf the ship. When the worst seems at hand, out of the darkness and the storm comes a voice. It is the voice of Love and it says: "It is I; be not afraid." This is the message of Christianity to the world. No other system of religion gives one like it. It is a message of immediate safety. It is not wholly new, for the great system out of which Christianity sprang taught it. After a life of varied experience, David was able to say: "As far as the East is from the West, so far art Thou removed our transgressions from us. Like as a father pitieth his children, so the Lord pitieth them that fear Him."

Thus we see wherein Christianity stands so immeasurably higher than all rival religions. The salvation it offers comes not after a long succession of existences, nor only after a life of self-denial and contemplation. It is available at any time by any person. It takes no thought of philosophy; it requires of its believers no long sustained and difficult mental effort. It is so simple that its Divine Teacher found its best image in the heart of childhood. For when His Disciples clamored to be informed who should be greatest in the Kingdom of Heaven, He set a little child in their midst and told them that except they should become like it they should not see the kingdom at all.

The Roseland Miner thinks it was a mistake for the Colonist to advocate the construction of a railway from Penhont to Boundary Creek, when it seemed impossible to get one all the way from Penhont to the Columbia river. This is of course a matter of opinion, and will be governed to some extent by the point of view from which it is regarded. We can easily understand that from Roseland our idea seemed to be a mistaken one. Possibly it may have been in point of fact; but we did not think so at the time and do not think so now. When we spoke of the impossibility of securing the whole line, we did not mean that no one was ready to build it; but that it was impossible to arrange so that any one would begin this year.

A DISPATCH yesterday announced that Mr. Hume had been elected Mayor of Seattle. The incident is of no special importance except as illustrating the lame conception of democracy prevailing in the State of Washington. The mayoralty election was held in Seattle nearly two years ago, when Mr. Black was elected. He resigned in a very few weeks and appointed Mr. Wood as his successor. Mr. Wood went to the Yukon and the city council have now elected Mr. Hume as his successor. Thus, Seattle has had three mayors in less than two years, but the people only chose one of them. This is a queer sort of democracy.

An American naval officer has sent in a petition to the Naval Department, stating that as he expects war with Spain within sixty days, he would like to be assigned to a command ashore. The San Francisco Bulletin suggests that he should be given command of the squadron in the Yellowstone Park.

The Spokane Chronicle says that now that the United States, Japan and Russia have agreed to stop pelagic sealing, Canadian sealers will probably stay in port. Not they, good neighbor. Neither of the three nations named, nor all three combined, dare touch them.

The German demand for a retaliatory tariff against the United States is growing intense.

Awarded Highest Honors—World's Fair.

DR. PRICE'S CREAM BAKING POWDER MOST PERFECT MADE. A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

The Post-Intelligencer has started out on a new reform. Its efforts are now being directed to the persuasion of ladies to wear their dresses short enough to keep them out of the mud. This is a noble work. It is better than misrepresenting Canadian collectors of customs and telling yarns about Victoria.

The San Francisco papers seem much disturbed over the recent visit of the Canadian ministers to Washington. They do not know just what it means, and are agitated accordingly. The average American editor sees a dynamite bomb under every blade of grass.

We are glad to find the Times protesting against the Toronto Globe's position in regard to federal aid to British Columbia railways, and hope that every paper in the province will make itself heard on the subject.

The Vancouver World has been rather sharply treated by the platform committee of the Party of Inconsistency. The World has the satisfaction of knowing that it can stand such treatment if the party can.

The Wellington Enterprise has begun its fourth volume, and says it does so with excellent prospects. We are glad to hear this, for so excellent a paper deserves to be prosperous.

OMNIBUS is looking up. The great discovery of free gold announced by Hon. Col. Baker at Vancouver is full of meaning for the future.

Is not the Kamloops Sentinel rather overdoing the thing in its condemnation of every route to the Yukon except that which starts from its own dooryard?

The News-Advertiser declares its love for the thing called a platform: "Tam lo'd him like a very brither. They had been in 'for weeks together."

THE CANADIAN PRESS.

THE DOMINION MUST HELP. The policy of granting federal aid to railways in this province, so far from being indefensible, is a paramount necessity; if that aid be withheld the progress of British Columbia—and consequently of Canada—will be indefinitely postponed.—The Victoria Times.

THE BOUNDARY CREEK R. R. One thing, however, is clear, and that is that the progress of the Boundary Creek district cannot be retarded for want of railway and other transportation facilities. To a certain extent the people there are quite indifferent as to who shall build the line. What is wanted now is a railway and that at the earliest possible date. To a certain extent the people there are quite indifferent as to who shall build the line. What is wanted now is a railway and that at the earliest possible date. To a certain extent the people there are quite indifferent as to who shall build the line. What is wanted now is a railway and that at the earliest possible date.

CENTRE TORONTO. The Conservatives of Centre Toronto have wisely decided to put a candidate into the field. We understand that a number of good men are available, and that there will be no difficulty in securing a strong and popular candidate. Thomas G. Blacklock, Thomas White and A. E. Kemp are among those spoken of to choose from, and we have no doubt that the Centre Toronto Tories will be able to select the best man. They seem to be towards their end in earnest, and the election will enable the people of Canada at large to know just how much hold the French administration has on the people outside of the province of Quebec.—Hamilton Spectator.

ONE VIEW OF AMERICANISM.

The Americans have been led by their glorification of the divine right of rebellion to accept public and private ideals of character and manners which have resulted in the turbulence and disorder characteristic of their civilization, in the rule of the worst elements of society, in the forwardness and impertinence exercised by municipalities elsewhere; that the legal and political status of the native population, which is in doubt, be defined; that citizenship be extended to the Metlakatla Indians who emigrated from British Columbia and under authority of an act of congress approved March 30, 1891, now occupy Annette Island; that complete territorial government be authorized and established and that representation in congress be granted.

MEXICO RESPECTS LIFE.

Leaders of a Lyncing Expedition Being Severely Dealt With. MEXICO CITY, Mex., Nov. 19.—A profound sensation was caused in the course of the trial of the police officials, charged with the murder of Arroyo, by the production of the confession of the late Inspector General of Police, Velasquez. It is a most remarkable attempt at self-justification, and falsely states that a mob of the common people lynched Arroyo. Velasquez said that no direct orders for Arroyo's killing were given, but that the populace, already strongly wrought up by the assault upon the President, were urged by suggestions to commit the deed. Said he: "I thought I was doing right in organizing a popular manifestation to avenge an attack on the President and thus give birth in the people to a profound conviction that punishment for such an act would come swiftly in the form of lynching or whatever it may be styled." He then went on to show that others be-

A Thanksgiving Dinner.



Come and see us. We have the proper material for making a Dinner.

Just in: Jap Oranges.

Muscated Raisins, - - 13 lbs. for 25c. Seeded Raisins, 1-lb. carton, 2 for 25c. London Layer Raisins, 1-8 box, - 40c. Fine Table Apples, box, - - - \$1.00. Boiled Cider for Mince-meat.

MORGAN OYSTERS.

Dixie H. Ross & Co.

LARGE FRUIT FARM TO LET OR SELL.

A large Fruit Farm, close to Harrison Lake. Canadian Pacific Railway runs through the property. 70 acres in fruit, of which about 30 acres are bearing (8 years old), also about 4 acres of small fruits. Good buildings. Excellent fishing and shooting.

There is 6.49 acres included in the property.

No flood of any kind. This farm includes the only available townsite on the railway track for the Harrison Lake Mining District. Apply,

HOPE, GRAVELEY & CO., 536 Hastings Street, Vancouver.

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ALASKAN GOVERNMENT.

Secretary Bliss Recommends Territorial Organization and Representation in Congress. WASHINGTON, Nov. 19.—Secretary of the Interior Bliss in his annual report, says, concerning Alaska, that existing conditions demand a radical change in the laws relating thereto, and he recommends the public land laws be extended to that district, that additional land offices be created, and appropriations made to carry them into effect; that the granting of rights of way for railways, telegraph and telephone lines and the construction of roads and trails be specifically authorized; that provision be made for the incorporation of municipalities, providing for the holding of elections, defining qualifications for voting and exercising such powers as are used and exercised by municipalities elsewhere; that the legal and political status of the native population, which is in doubt, be defined; that citizenship be extended to the Metlakatla Indians who emigrated from British Columbia and under authority of an act of congress approved March 30, 1891, now occupy Annette Island; that complete territorial government be authorized and established and that representation in congress be granted.

PIGEONS FOR ALASKA.

A Carrier Service Proposed to the United States Government. SAN FRANCISCO, Nov. 20.—A carrier pigeon fancier of this city has given the United States government eight pairs of his very best birds to form the nucleus of a carrier pigeon service between the more remote portions of Alaska. They will be taken north on the Bear and sent to various points, such as St. Michael, Point Barrow and Herschel Island, where they will be taken care of until they become thoroughly acclimated. The offspring of these birds will be the messengers of the future between isolated missions and whalers and the outside world.

WALCOTT AND SHARKEY.

SAN FRANCISCO, Nov. 19.—Thomas O'Rourke, manager for Joe Walcott, upon hearing Sharkey's declaration that he would meet anyone in the world, withdrawing the color line, challenged the sailor in behalf of Walcott. O'Rourke offers to wager \$7,500 against \$15,000 that Walcott will stay twenty rounds with Sharkey at catch weight. O'Rourke posted \$1,000 with Charles Ascher to evidence his good faith.

A SIMPLE CATARRH CURE.

I have spent nearly fifty years in the treatment of Catarrh and have discovered more cures than any specialist in the history of medicine. As I must soon retire from active life, I will from this time on send the means of treatment and cure as used in my practice, free from cost, to every reader of this paper who suffers from this loathsome, dangerous disease, provided the sufferer will send me which anyone is free to accept. Address, PROFESSOR J. A. LAWRENCE, 114 West 23d St., New York.

FREE.

Send you a Free Trial Package of pills and harmless medicine that will go right to the spot and quickly cure you of Gonorrhoea, Rheumatism, Headache, Preseptate, Indigestion, Kidney ailment, all Blood Diseases, Urinary troubles, and all other ailments. It is free to every sufferer. Address, DR. J. A. LAWRENCE, 114 West 23d St., New York.

FORTIETH NEWS OF THE

Canadian Commission ton May Soon Be British Government

Petition for Export Gas-The Case Sternama

From Our Own Ottawa, Nov. 22.—The officers of the 66th not been received at the ment.

Arch. McNeer, editor of Record, a Liberal paper to-day and saw Premier strongly urged that it should impose a high natural gas or else prohibition altogether.

Commercial agent Remington, writes that although crop suffered from a frost the republic will have grain for export.

At a meeting of the cabinet after the proposed Washington was under it is stated that the two have about reached an agreement and that very soon a formal treaty from the home government will be signed.

The Liberal party repudiates the Centre Tories to take place before angry with the local party the polling is to be held in order that Clarke V. Hastings home from British Columbia, Canada, by Mr. Larke, Canadian, who chased in Huntington district have been tested with found free of disease.

A crop of the seedling of Mrs. Sternama, it may be the last hanging of a woman Mrs. Workman, of Moore's Mill, has been sentenced to the death penalty June 1st.

Ottawa, Nov. 24.—The parliament is being deluged with information about route to the Yukon. An department will be dispatched in about six weeks.

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