

FORTY-FIRST YEAR

TO SALVE THE MAINE.

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

Military Spirit Aroused at Washington and Money Now Readily Voted.

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

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

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

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

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

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

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

ONTARIO NOMINATIONS.

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

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

Suffering Stopped.

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

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

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

NATIVES IN GUIANA.

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

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

MANITOBA AND NORTHWEST.

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

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

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DOUBTFUL QUALIFICATION.

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

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

RAILWAY TROUBLES.

Snow Blockade Adds to the Embarrassment Accompanying the Rate War.

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

An Ex-Alderman Speaks.

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

THE "ELDER" IN PERIL.

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

Driven Broadside Through a Narrow Channel She Miraculously Escapes Destruction.

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

NANAIMO, Feb. 22.—(Special)—The Geo. W. Elder left Juneau on Monday morning, February 14, with thirty passengers. The trip was an uneventful one until Queen Charlotte sound was reached. Then, on Saturday morning at 6 a.m., a severe wind and snow storm was encountered, and owing to the ship being without ballast she tossed in the mighty seas like a gull and soon became unmanageable in the storm, which was running at 100 miles an hour. At this time the C.P.N.C.'s steamer Islander, with 400 passengers, was in sight making for shelter. The Elder was blown through Goletas channel, and it required the greatest exertion on the part of Capt. Hinkle and Pilot Edwards to keep the craft off the rocks close at hand on both sides. A blinding snowstorm was now blowing and the passengers thought every moment she would go crashing to destruction. The vessel was drifting at the rate of four miles an hour, and at 12 noon got out to sea, when the crew endeavored to hoist sails and succeeded, but in a few minutes the sails were in tatters. From 2:30 p.m. until 9 she drifted about in the sea. The glass commenced to drop, and at 9 p.m. it was 29.30. During the night the glass rose and the storm began to moderate, but on Sunday morning the ship was utterly helpless and exposed to the fury of the wind and waves. At 2:30 Sunday afternoon the wind changed to southwest and the steamer could be managed with her steering gear. When the sea abated the vessel was within 25 miles of Milbank sound and her course was changed to south. At 3 a.m. Monday the wind had completely abated but a heavy snow storm was encountered. Several casualties occurred during the trip, and all the passengers were more or less injured. Among the most seriously injured was Mr. E. A. Cassel, president of the Junesau board of trade and representative of the Dyea Contract Transportation Company of Seattle, who had his knee broken by being thrown against the deck during the storm. Another cabin passenger named Davis, of California, had his wrist broken. Captain Henkle, who was completely exhausted, laid down in his bunk for a few minutes, leaving the vessel in charge of the pilots. Mr. Cassel was in the captain's stateroom on a sofa. The ship took a heavy lurch, throwing the captain from his berth across the stateroom, where he struck a heavy blow on the steam heater and was knocked senseless, but soon recovered and was on the bridge again, though considerably the worse for his injuries. Mr. Cassel was also thrown from his berth and had a rib broken on his left side. He left the ship here for the Sound. Goletas channel, through which the Elder was blown, is located between Vancouver and Galiano islands, and is not more than half a mile wide, and considering that the vessel was blown broadside through this channel, she had a marvellous escape only accomplished by extremely difficult navigation. The weather-beaten steamer put into Departure Bay this morning, considerably worse for her ordeal, and left for Portland this afternoon. The following names of passengers were obtained: H. A. Seacome, A. H. Betie, A. J. Busby, J. W. M. Foster, C. C. McBride, A. M. Beckwith, C. H. James, Mrs. A. G. Bates, Wm. and Hyr. Olson, Gus Eckers, F. R. Stokes, J. D. Rize, Jos. Peal, E. A. Cassel. Mr. Cassel is at the Hotel Wilson here and will leave for the Sound in the morning. He has the following notice of warning, issued by the Alaska Chamber of Commerce, regarding transferring of freight from steamers at Dyea: "There are ample dockage facilities at Dyea for handling freight in any amount promptly and safely. The old method of landing outfits and freight by boats and lighters on the beach at high water is dangerous and occasions damage. Do not be misled by misrepresentation of parties interested in lighters and landing charges. Insist on having your freight landed at the Dyea wharf, where it will be properly warehoused and cared for instead of being dumped on the beach and exposed to the weather. "This is signed by L. G. Kaufman, secretary."

WASHINGTON'S BIRTHDAY.

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

PHILADELPHIA, Feb. 22.—President McKinley to-day attended the Washington's Birthday commemoration exercises of the University of Pennsylvania. The President was the principal speaker. He devoted himself entirely to eulogizing George Washington. Many representatives of newspapers throughout the country were present, expecting that the President would refer to the disaster to the Maine, but they were disappointed. WASHINGTON, Feb. 22.—As soon as the reading of the historic proclamation by the hostesses was concluded by Mr. Lodge in the senate to-day, Mr. Hawley, of Connecticut, chairman of the military affairs committee, called up the bill providing for the enlistment of two regiments of artillery for service in manning the heavy coast defense batteries which congress has provided in the past two years. There was no opposition to the measure and it was passed by a vote of 52 to 20. Mr. Morgan, of Alabama, offered and secured the addition of a resolution instructing the committee on naval affairs to inquire and report to the senate whether a war ship of the United States, completely abated but a heavy snow storm was encountered. Several casualties occurred during the trip, and all the passengers were more or less injured. Among the most seriously injured was Mr. E. A. Cassel, president of the Junesau board of trade and representative of the Dyea Contract Transportation Company of Seattle, who had his knee broken by being thrown against the deck during the storm. Another cabin passenger named Davis, of California, had his wrist broken. Captain Henkle, who was completely exhausted, laid down in his bunk for a few minutes, leaving the vessel in charge of the pilots. Mr. Cassel was in the captain's stateroom on a sofa. The ship took a heavy lurch, throwing the captain from his berth across the stateroom, where he struck a heavy blow on the steam heater and was knocked senseless, but soon recovered and was on the bridge again, though considerably the worse for his injuries. Mr. Cassel was also thrown from his berth and had a rib broken on his left side. He left the ship here for the Sound. Goletas channel, through which the Elder was blown, is located between Vancouver and Galiano islands, and is not more than half a mile wide, and considering that the vessel was blown broadside through this channel, she had a marvellous escape only accomplished by extremely difficult navigation. The weather-beaten steamer put into Departure Bay this morning, considerably worse for her ordeal, and left for Portland this afternoon. The following names of passengers were obtained: H. A. Seacome, A. H. Betie, A. J. Busby, J. W. M. Foster, C. C. McBride, A. M. Beckwith, C. H. James, Mrs. A. G. Bates, Wm. and Hyr. Olson, Gus Eckers, F. R. Stokes, J. D. Rize, Jos. Peal, E. A. Cassel. Mr. Cassel is at the Hotel Wilson here and will leave for the Sound in the morning. He has the following notice of warning, issued by the Alaska Chamber of Commerce, regarding transferring of freight from steamers at Dyea: "There are ample dockage facilities at Dyea for handling freight in any amount promptly and safely. The old method of landing outfits and freight by boats and lighters on the beach at high water is dangerous and occasions damage. Do not be misled by misrepresentation of parties interested in lighters and landing charges. Insist on having your freight landed at the Dyea wharf, where it will be properly warehoused and cared for instead of being dumped on the beach and exposed to the weather. "This is signed by L. G. Kaufman, secretary."

THE NICKEL INDUSTRY.

An Export Duty Would Put Millions Into Enterprise in Canada.

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

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WARSHIPS FOR SALE.

A Number in Great Britain Being Built for Impetuous Governments.

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

ALBENI AFFAIRS.

Farmers' Institute Organized—Court of Independent Foresters Established.

ALBANY, Feb. 21.—A large and representative meeting of the farmers of Albany district was held on the afternoon of Saturday, the 19th inst., in the town hall here, for the purpose of finishing a war ship of the United States, completely abated but a heavy snow storm was encountered. Several casualties occurred during the trip, and all the passengers were more or less injured. Among the most seriously injured was Mr. E. A. Cassel, president of the Junesau board of trade and representative of the Dyea Contract Transportation Company of Seattle, who had his knee broken by being thrown against the deck during the storm. Another cabin passenger named Davis, of California, had his wrist broken. Captain Henkle, who was completely exhausted, laid down in his bunk for a few minutes, leaving the vessel in charge of the pilots. Mr. Cassel was in the captain's stateroom on a sofa. The ship took a heavy lurch, throwing the captain from his berth across the stateroom, where he struck a heavy blow on the steam heater and was knocked senseless, but soon recovered and was on the bridge again, though considerably the worse for his injuries. Mr. Cassel was also thrown from his berth and had a rib broken on his left side. He left the ship here for the Sound. Goletas channel, through which the Elder was blown, is located between Vancouver and Galiano islands, and is not more than half a mile wide, and considering that the vessel was blown broadside through this channel, she had a marvellous escape only accomplished by extremely difficult navigation. The weather-beaten steamer put into Departure Bay this morning, considerably worse for her ordeal, and left for Portland this afternoon. The following names of passengers were obtained: H. A. Seacome, A. H. Betie, A. J. Busby, J. W. M. Foster, C. C. McBride, A. M. Beckwith, C. H. James, Mrs. A. G. Bates, Wm. and Hyr. Olson, Gus Eckers, F. R. Stokes, J. D. Rize, Jos. Peal, E. A. Cassel. Mr. Cassel is at the Hotel Wilson here and will leave for the Sound in the morning. He has the following notice of warning, issued by the Alaska Chamber of Commerce, regarding transferring of freight from steamers at Dyea: "There are ample dockage facilities at Dyea for handling freight in any amount promptly and safely. The old method of landing outfits and freight by boats and lighters on the beach at high water is dangerous and occasions damage. Do not be misled by misrepresentation of parties interested in lighters and landing charges. Insist on having your freight landed at the Dyea wharf, where it will be properly warehoused and cared for instead of being dumped on the beach and exposed to the weather. "This is signed by L. G. Kaufman, secretary."

THE DOUBLE DROWNING.

Further Particulars of the Recent Accident off Salt Spring Island.

A correspondent sends the following more complete story of the very sad accident at Salt Spring Island on Saturday evening last, by which two young men, residents of the Island, lost their lives: "The day had been very stormy, a strong northeast gale setting in towards evening. At about 5.30 p.m. Messrs. Harold W. Scott and George F. Smedley started in a small boat from the Ganges Harbor wharf to cross the water to their own home, Westfield, on the opposite side of the island. They had been out there until the following afternoon, Sunday, when the boat they had used was found lying in a disabled condition on the shore. A hat and other articles on the beach made it evident that there had been an accident, and shortly afterwards the two bodies were found near one another on a reef, covered by three or four feet of water. The following day, evening, at about 7.30 last night, two houses were destroyed, built directly under the cliff, opposite and a little west of the Victoria Hotel. The disaster occurred suddenly, without a moment's warning. One house was crushed down by the weight of snow above, while the upper stories of the other were cut clean off from the first story and overturned in front of it upon the street. A whole family named Labrecque were in this upper part of the house during the storm, but escaped practically unhurt. In the lower flat resided one Angers, his wife and six children. The father and two children, aged two and five respectively, were taken out dead. Mrs. Angers is in a critical condition.

AVAILANCHE AT QUEBEC.

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

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

The Sugar Conference.

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

CANADA TO BE FORCED.

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

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

NEW YORK, Feb. 21.—A Washington despatch to the Sun says: The state department, upon the recommendation of Secretary Gage, has decided to employ strong measures of retaliation against Canada unless the Ottawa government consent to modify the regulations affecting the issue of miners' licenses in Alaska. It is expected that a communication on the subject will be sent to the Canadian cabinet to-morrow by the department. Secretary Gage says that the new sub-ports of Dyea and Skagway were established last year for the purpose of extending better accommodation to foreign shipping, and especially British. American ship owners did not need these sub-ports, since American vessels engaged in the coasting trade do not need to use a particular port at which to enter their cargoes. In view of this courtsey, extended mainly for the benefit of Canadians, Secretary Gage regards Canada's regulations affecting miners' licenses as ungenerous and unreasonable. The state department, it is expected, will represent to the Canadian government that unless the regulations shall be modified, the sub-ports of Dyea and Skagway will be abolished by the treasury department.

A GREAT CARRIER.

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

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

THE PASSENGER WAR.

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

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

ONTARIO ELECTIONS.

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

TORONTO, Feb. 23.—(Special)—The World says of the election: "Judging from the reports received from all parts of the province the defeat of the present administration seems inevitable. The present outlook is that the Conservatives will carry the four Toronto, the two Ottawa, the two Hamilton, the two Kingston, Brockville and London. In the Essex peninsula two or three seats are to be redeemed. All the Middlesexes, including Hon. G. W. Ross's seat, are booked to Tory. Mr. Ashplant came out as labor candidate in London, while in North Oxford besides Pattin, Liberal, and Kaufman, independent, previously announced, E. E. Towle, independent, and A. Montague, straight Conservative, were nominated. In Monck, Beck, the independent candidate, has retired. Joseph Martin, independent, is in the field in North Centre Bruce. Shore, independent, drops out in East Middlesex. In London and North Oxford there were surprises. C. A. Gould and Mr. B. 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THE ADDRESS ADOPTED.

Continued from Page Four.

their excuse for increasing rates. He maintained that the repeal of the existing tax would be a boon to the borrower, and as to the point that abolition of this legislation would put more taxation on the unencumbered land, he quoted a well-to-do supporter of the change in his own district inquiring "who is better able to pay it than the man who is not burdened with debt?" Mr. Vreder favored the resolution, holding that the mortgage tax as at present collected bore unjustly on the poor man.

Major Mutter took objection to both the word and the wording of the holding that the man who is not burdened with debt is better able to pay the property tax. He introduced as a substitute the following: "Resolved, That after the word 'house' in the proposed amendment, the words 'real property tax on money in mortgage and tax on the house' be added, so that the proposed amendment be not double taxation." The question of the relevancy of the proposed amendment being challenged by Mr. Sward, it was debated at some length, and the amendment finally moving adjournment of the debate.

B. C. AT THE PARIS EXPOSITION.

Mr. Helmeke moved, seconded by Hon. Mr. Turner: "Whereas, a world's fair is to be held in Paris, France, in the year 1900, and whereas it would be in the best interests of the province of British Columbia if as complete a collection as possible of the products and resources of the province could be procured to be forwarded in due time to such fair: Be it therefore resolved that this house would respectfully urge upon the government of the province of British Columbia to take into early consideration the desirability of the province being properly represented at such fair: And for any violation of this provision the master and the owner of the tugboat, and the owner and person in charge of such barge, boat, bateau, scow or vessel carrying such passengers shall each incur a penalty not exceeding two hundred dollars, and not less than twenty dollars. There have been no complaints against any of our steamships." Capt. S. G. Gardner continued, "and the law as to the number of passengers each shall carry has been rigidly enforced. An inspection of every freight vessel is made, and the judgment of the inspectors, and further I can say that with the exception of a very few all these Northern bound vessels are classed in Lloyd's register as being fit to carry American citizens to point to one single instance of unseaworthiness, such as has come under my notice in the case of the Clara Nevada, North Pacific (in which the captain and crew refused to go farther North than Fort Townsend), Eugene, and many others which I might mention. On the other hand, there is no case on record where passengers have refused to leave one of our ships, as in the case of the North Pacific, which vessel had been inspected by a United States certified officer." To put the matter briefly, the Canadian and American marine departments have steamers from this port are permitted to depart with a greater number of passengers on board than their register entitles them to carry; that they take just the same care, and in fact more effective measures, to preserve life than do the American inspectors. The latter appear to have at last awakened to a realization of their position, for when the question of deaths in this district is discussed, the number of passengers were taken from her, while the Queen's passenger list was the same day reduced by 55—the limit having originally been exceeded by just this number.

NO COFFIN SHIPS HERE.

Rigid Inspection in British Columbia Assures Immunity From Preventable Disaster.

The "Thistle" Departs Well Laden for the Gold Fields—Coming of the "Cottage City."

Captain James Gaudin, resident agent of the marine department, emphatically denies the statement made last week by a Puget Sound paper that the Victoria officials are blind to violations of the regulations governing passenger business. The statement referred to is, he says, most unjust, and doubtless without an investigation, for the purpose of damaging the Northern passenger trade from this city. Speaking in defence of his department in this connection, Captain Gaudin said yesterday: "A few days ago the American tug Rustler, I think, went North from the Sound with a dark night on a rough part of the coast, and she was wrecked on a certain shipwreck. Now, in the way of contrast, the Canadian act, chap. 58, sect. 53, says: 'No tugboat shall be employed on board, bateau, scow or vessel having passengers on board, unless such vessel has been inspected by an inspector of hulls and equipment and the certificate as provided in schedule C to this act is in force and the vessel is equipped to carry passengers on water on which she is so towed; and no such vessel shall, while so towed, have on board a greater number of passengers than she is certified as being fit to carry safely: And for any violation of this provision the master and the owner of the tugboat, and the owner and person in charge of such barge, boat, bateau, scow or vessel carrying such passengers shall each incur a penalty not exceeding two hundred dollars, and not less than twenty dollars. There have been no complaints against any of our steamships.'"

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THE LATEST ACQUISITION.

The latest acquisition to the Pacific Coast Steamship Company's northern fleet, the Cottage City, which replaces the lost Corona, left San Francisco Saturday last, and is due to call here early this morning. According to the Examiner, she will stop in Victoria long enough to allow her passengers to secure mining licenses, and then proceed direct to Wrangell and Juneau. At the latter point she will transfer her passengers for Dyea and Skagway to the steamer Wolcott and proceed to Douglas Island and Sitka. She will then return to Seattle and remain on the Alaskan route. The Cottage City is the latest acquisition of the Pacific Coast Steamship Company, having been brought out from New York by Capt. H. W. Goodall. She is a wooden vessel, a splendid ocean traveller and well equipped for the Alaskan trade.

MARINE NOTES.

H.M. survey ship Egeria went into the Equinault graving dock at noon yesterday for general overhauling preliminary to the commencement of her important work in the North. The steamer City of Seattle goes north on Thursday, calling as usual at Victoria. The C.P.R. bulletin board yesterday announced the arrival of the Canadian liner Campania at New York on the 21st and the Beaver liner Lake Superior two days previous. The iron ship Clarendon, which left Yokohama on the 10th inst., is thought to be coming here for orders in the expectation of receiving a grain charter. This supposition is arrived at from the vessel's enormous size—2,521 tons gross and 2,467 tons net. The British ship Baltimore, first of this year's salmon fleet to sail for the Old Country, has arrived in Liverpool for account of Robert Ward & Co. British steamer Amur is expected to go on the marine railway to-day for a cleaning and overhauling necessitated by her long voyage just completed. The Agnes Oswald is expected to shift to the outer wharf from Equinault to-day, the discharging of her naval stores being completed.

'TIS SIMPLE TRUTH

That Dodd's Kidney Pills Are Driving Disease Out of Lanark County.

Every Victim of Kidney Disease Recovers if He Uses Dodd's Kidney Pills—More Proof from Barrickville. They Are an Infallible Cure for Bright's Disease.

MERRICKVILLE, Feb. 22.—The statement published a couple of days ago, that the very remarkable decrease in the number of deaths in this district is due to the use of Dodd's Kidney Pills, has awakened the greatest interest in this wonderful medicine, and everyone is inquiring on his own account, to determine the reliability of the assertion. The number of cases of Kidney Disease in a given locality are counted; then the number of cases in which Dodd's Kidney Pills were used were ascertained, and the results are compared. In every case, without a single exception, the claim has been found to be strictly true. It has been found, on the most reliable and independent evidence, that Dodd's Kidney Pills have cured every one of the largest vessels afloat. The most remote locations are not to exceed a mile and a half from tidewater, and the majority of them are within one-half mile from the shore, water transportation to the smelters at Tacoma and Everett should not exceed on 10-ton lots \$2 per ton, and for heavy shipments a material saving. These figures should be made. Transiently, however, in this district to Swanes, Wales, should not exceed that on grain to Queenstown or Liverpool, which averages about \$4 per ton. From tonnage and figures obtained, the ore of this camp can be treated at Tacoma or Everett, Washington, at a rate averaging \$6 per ton. However, should a smelter develop as expected, and as present indications indicate, the ore will be smelted upon the ground, as all the necessary fluxes are in the immediate vicinity, coal existing upon Report and the West Arm of the Sound, and large deposits of limestone within a mile or two of the district itself, according to assay returns, will produce plenty of iron, lead and silica for all purposes. The absence of ice and snow greatly facilitates mining and smelting operations, and supplies can be laid down here from Victoria at the present time from \$4 to \$6 per ton in small quantities. The country itself is too new to produce anything in this line except fish, which abound in the waters of the Sound. Small coal-beds have established within a short distance of the district, and will produce considerable amount of farm and dairy supplies necessary. The Canadian Pacific Navigation Company is now operating a boat line between Victoria and Quatsino, leaving the former place on the 30th of each month and making the round trip, touching at various other points along the route in from eight to ten days. We are assured that as soon as business justifies it this service will be increased and extended and that more favorable rates will be established. The quantity of business warrants. The Sound can also be easily reached from Vancouver and the inside channel by rounding the upper point of Vancouver Island, thus making an optional route of about equal length to that from Victoria. Of course a large company could make re-

QUATSINO MINES.

A Brief Description of a Promising District at the Northern End of the Island.

The Quatsino mining district is located about 280 miles northwest of Victoria, near the upper end of Vancouver Island, Quatsino sound almost bisects the island, extending eastwardly about 22 miles, where it forks, forming three arms, known as the West Arm, extending about 22 miles in that direction; "North Arm," extending in an easterly direction eight or ten miles, and the South East Arm, which diverges to the south east about 10 miles. The sound proper and the different arms vary from one-half to three miles in width, forming, with perhaps the exception of Puget Sound, the most commodious, safe, and magnificent harbor upon the Pacific Coast. Upon the west shore of the south east arm and about three miles from the forks, Coombs mountain rises to a considerable altitude, and down this mountain Canyon creek, a considerable stream, flows into the sound. Upon either side of this creek are located the different "properties" in the new Quatsino mining district, now numbering between twenty-five and thirty claims. The first of these locations were made early in the spring of 1897 and were reworked for a distance of two years' supplies in this city, also contracting in San Francisco for a year's outfit to be sent to Dawson by the all-water route. They find, after taking into consideration the expenses in outfitting, that they saved by outfitting in Victoria about \$40 to the man. Mr. Bacon, who was spoken to last evening, said that he found that in some cases the American Coast merchants sold articles a trifle cheaper than the merchants of Victoria. The party will procure dogs at Dyea and go through to Dawson in a rush. They have secured a claim on Swana Green, about six miles from the Klondike capital. The party are all strong, sturdy men, and experienced miners, all having mined in California and being determined not to leave the Klondike until they have made their pile.

VICTORIA IS THE PLACE.

California Miners Bear Additional Testimony to the Advantages of This City as an Outfitting Point.

Leaving for the North on the Danube this evening are H. H. Bacon and a party of eight, who came to Victoria from San Francisco. They have outfitting here and are very well pleased with the treatment they have received here, having, as Mr. Bacon states, received every courtesy from Victorians. They have secured two years' supplies in this city, also contracting in San Francisco for a year's outfit to be sent to Dawson by the all-water route. They find, after taking into consideration the expenses in outfitting, that they saved by outfitting in Victoria about \$40 to the man. Mr. Bacon, who was spoken to last evening, said that he found that in some cases the American Coast merchants sold articles a trifle cheaper than the merchants of Victoria. The party will procure dogs at Dyea and go through to Dawson in a rush. They have secured a claim on Swana Green, about six miles from the Klondike capital. The party are all strong, sturdy men, and experienced miners, all having mined in California and being determined not to leave the Klondike until they have made their pile.

ANDREW WOOD AND RICHARD LLEWELLYN

Were Appointed Police Officers at a Meeting of the Police Commissioners Held Yesterday Afternoon.

They fill the vacancies caused by the resignations of Colin Cameron and T. Gilchrist.

THE VICTORIA WEST AMATEUR ATHLETIC ASSOCIATION

Association have chosen officers as follows: F. McDougall, president; J. McKay, vice-president; W. Allen, secretary; H. Jacobson, treasurer, and T. Crocker, guard.

A Great Opportunity!

We give away, absolutely free of cost, for a limited time only, The People's Common Sense Medical Adviser, by R. V. Pierce, M.D., Chief Consulting Physician to the Invalids' Hotel and Surgical Institute, a book of 1008 large pages, profusely illustrated, bound in strong paper covers by any one sending five cents in one-cent stamps cover cost of mailing only. Over 600,000 copies of this complete family doctor book ready sold in cloth binding at regular price of \$1.50. World's Dispensary Medical Association, Buffalo, N.Y.

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ASK YOUR GROCER FOR



For Table and Dairy, Purest and Best

The Toronto Mail-Empire of the 15th instant is a sample of the Eastern Klondike edition. It is largely made up of material drawn from Mr. Ogilvie's reports, and does not forget to emphasize the fact that all roads to the Klondike lead from Victoria.

If in doubt which Emulsion of Liver Oil is the best, ask your druggist or Griffith's Norwegian Emulsion is superior to all others.

Editor Barass Recovering.

Toronto, Feb. 23.—(Special)—Rev. Dr. Barass, assistant editor of the Christian Guardian, who had a paralytic stroke a week ago, is slightly better and hopes are entertained for his recovery.

EPPE'S COCOA

ENGLISH BREAKFAST COCOA Possesses the following Distinctive Features: DELICACY OF FLAVOR. SUPERIORITY IN QUALITY. GRATEFUL AND COMFORTING TO THE NERVOUS OR DYSPYPTIC. NUTRITIVE QUALITIES UNRIVALED. In Quarter-Pound Tins only. Prepared by JAMES EPPE & CO. Ltd., Concoctionists, Chemists, London, England.

ARE YOU

Troubled with pains in the small of your back, rising up each side of back bone, and lower points of shoulder-blade every now and then? Have you head pains, left or right side? Have you a feeling of numbness, floating flicks or dots before the eyes? Do you feel melancholy? Are you over-tired? Have you over-exhausted your mind or body? Have you abused nature or yourself? If you have you must get cured as soon as possible. What will cure you?

HUDYAN

Will cure you. Hudyen is certain to cure you. It has cured others—it will cure you. Consult Hudyen doctors free, or write for.

Circulars and Testimonials.

HUDSON MEDICAL INSTITUTE

IS IT IN YOUR BLOOD? IS IT IN YOUR BLOOD? IS IT IN YOUR BLOOD? First, secondary or tertiary forms of blood disorders are manifested by copper-colored spots and falling hair. Thirty-day cure is certain.

CALL OR WRITE FOR 30-DAY CIRCULARS.

HUDSON MEDICAL INSTITUTE

Stockton, Market and Ellis Sts. SAN FRANCISCO, CALIF.

STRAYED to the premises of J. G. McKay Young P. O., South Saatchi, about Feb. 19th of 1898.

TEACHER wanted for Hope Public School, who holds not less than a second class grade certificate preferred; commence work in March inst. Salary \$75 per month. E. Ryder, Secretary School Board, Hope, B. C. February 23rd, 1898.

reasonable arrangements for an independent service if their interests demanded.

As the route is open to all and any necessary steam or sailing craft can be easily purchased at any time and at reasonable cost in or about Puget Sound. Any further information regarding the above district, or the properties contained therein, will be gladly furnished by W. H. Fortier or H. Warner, who have written for the Colonist the brief particulars printed here. Their address is P. O. Box 761, Spokane, Wash.

D. J. Munn is over from Westminster on business.

CARTERS' LITTLE LIVER PILLS.

CURE SICK HEADACHE

Headache, cure CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, which also corrects all disorders of the stomach, indigestion, biliousness, and all other ailments. Even if they only cure the headache.

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NOTICE TO STEAMERS.

Steamers going North can obtain good Fir Cord Wood at \$2.50 per cord, and also Water, at the Wharf in Quatsino Cove, Valdez Island, seven miles south of Seymour Narrows. \$22

License Authorising an Extra-Provincial Company to Carry on Business.

"Companies Act, 1897."

CANADA. PROVINCE OF BRITISH COLUMBIA. No. 55. THIS IS TO CERTIFY that "The Klondike and Columbian Goldfields, Limited," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth, by the legislative authority of the Legislature of British Columbia, viz:—

1. To purchase, lease, or otherwise acquire lands, estates, mines, mineral grants, gravel deposits, mining rights and privileges, water, minerals, and other properties, real or personal, together with any right of water outlets, and surface rights appertaining thereto, in the Klondike District of British Columbia or elsewhere in any part of the world.

2. To search for, prospect, examine and explore mines, veins, lodes, and deposits of contain minerals or precious stones, and to search for and obtain information in regard to mines and mineral deposits.

3. To work, explore, develop, and maintain the lands, estates, mines, minerals, and other properties that may at any time be acquired by the company and to purchase, store and erect all necessary buildings, shafts, and machinery, for the purpose of exploring, developing, and working the same, and to dress and prepare for market, produce, ores, metals, minerals or precious stones, and to sell, traffic, and deal in the same.

4. To cultivate, improve, and develop the resources of any lands, estates, and properties that may be acquired by the company, and for such purposes to erect dwelling-houses and other buildings, to purchase lands, estates, mines, minerals, and other properties, as may be necessary for cultivating, farming, and pasturing the lands, and to erect, construct, and purchase all the live or dead stock, and the produce of the said lands:

5. To carry on the business of smelters, and reducers of ores and minerals, whether obtained from the company's or from any other property or mines, and to purchase, treat, crush, reduce, smelt, and amalgamate any ores, minerals, and metals and other substances, and for the purpose thereof to purchase or erect buildings, works, furnaces, machinery, and other appliances, so as to render the minerals and metals more commercially valuable, and to sell the same.

6. To acquire, construct, or aid in and subscribe towards the construction, maintenance, and improvement of such ways, roads, tramways, railways, bridges, reservoirs, wells, water-courses, aqueducts, wharves, piers, saw-mills, hydraulic works, electrical works, factories, mills, houses, ships, and other works as may be directly or indirectly required for the purposes of the company, and to purchase, take on lease, exchange, hire, or otherwise acquire such lands, roads, tramways, ways, water-courses, easements, privileges, rights, stock, and other property, as may be necessary:

7. To enter into any arrangements with any governments, or authorities, supreme, municipal, local or otherwise, which may seem conducive to the company's objects, or any of them, and to obtain from any such government or authority any rights, privileges, and concessions which the company may be entitled to, and to carry out, exercise, and comply with any such arrangements, acts, privileges, and concessions:

8. To purchase, hire, or acquire any patents or inventions, and to sell or grant licenses for the use of such patents or inventions, and to develop or manufacture such patents or inventions:

9. To purchase, subscribe for, and hold shares in any other company, also to pro-

vide and establish any company for the purpose of acquiring the whole or any part of the property or assets of this or any other undertaking; also to purchase from any other company, partnership, or person, their or his business, good-will, or interest in any trade, property and assets, or to operate, invest or amalgamate with any company, partnership or person:

10. To invest and deal with the moneys of the company not immediately required, upon such securities and in such manner as may from time to time, be determined:

11. To pay out of the funds of the company any expenses of or incidental to the formation, registration and establishment of the company, and the issue of its capital, including brokerage and commissions for obtaining applications for and placing or guaranteeing the shares, or any of the shares, in such company:

12. To promote, or reconstruct, or assist in the promotion or reconstruction of any other company or companies having for its object the acquisition and working of any mining or commercial undertaking or venture, or for other objects or purposes in any part of the world, and to assist in any such company, or to acquire any finding or contributing towards the preliminary or other expenses, providing or guaranteeing the whole or any part thereof, and by taking shares or debentures therein, and by paying or contributing towards the payment of such shares or debentures to any person or company for guaranteeing, or placing, or procuring, or assisting in procuring, either in cash, shares, debentures or debenture stock:

13. To negotiate, make, accept, endorse, execute, issue, or issue, or to assist in the negotiation, promissory notes, and all other negotiable instruments:

14. To receive money on deposit at interest or otherwise, and to carry on any business, patent, or undertaking, acquired by the company, or to assist in the carrying out or calculated directly or indirectly to be a source of profit to the company:

15. To subscribe for and take, either in full or in part, any shares, bonds, or debentures, or to advance money on security of such shares and bonds, and upon any other security, or to buy and sell on the company's account, or upon commission, all kinds of property, real and personal, movable or immovable:

16. To mortgage or charge, either absolutely or conditionally, all or any part of the real or personal property of the company, also to borrow any sum of money by bond, bill of exchange, change, promissory note, debentures, or otherwise as may be deemed advisable or beneficial to the company:

17. To sell, demise, or dispose of the company's property, rights, or interests, or any part thereof, or any rights or easements therein or thereover, and any other property, real or personal, with the machinery, plant and buildings thereon, for cash or shares, or debentures in any company, or in terms of sharing in profits, or on royalty, or on such other terms as may determine. To distribute any property of the company among the members in specie or otherwise:

18. To construct and maintain any houses, buildings, cottages, hotels, canteens, stores or other premises, for the benefit of the workmen and others, or to purchase and sell articles of consumption and other commodities:

19. To transact, do and perform all such other acts, matters and things which the company may think, directly or indirectly, incidental or otherwise, conducive to the attainment of the above objects, or any of them, and also such as may be deemed to be objects as the company may from time to time, by special resolution, determine and resolve.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 14th day of February, one thousand eight hundred and ninety-seven.

(Sd.) S. Y. WOOLTON, Registrar of Joint Stock Companies.

FERRY-NECHACO RIVER.

SEALED proposals, properly endorsed, will be received by the Honourable the Chief Commissioner of Lands and Works up to noon on Thursday, 27th March next, for the right to maintain and operate a ferry across the Nechaco River at a point where it is crossed by the Telegraph. The route of the ferry will be five miles above and five miles below that place, for a term of five years from the date of the charter.

Proposals must give a description of the size and kind of boat intended to be used, the mode of propelling the same and the various rates of the proposed service. The names of two persons who are willing to execute a bond for \$5000 to secure the faithful carrying out of the contract.

The competition will be on the rate of tolls and the amount of bonus to be paid to the Government annually for the exclusive privilege of operating a ferry. A certified cheque to cover the amount of the first year's tolls must accompany each proposal.

Proposals must be accompanied by a deposit of animals and freight, to pass free.

W. S. GOBE, Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 22nd February, 1898.

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Blue One Star Pink Two Star Gold Three Star

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DR. J. COLLIS BROWNE'S CHLOROZYNE.

Vice-Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorozyne, that the whole story of the defendant's proceedings was entirely untrue, and he regretted to say that it had been so long in the world.

Dr. J. Collis Browne's Chlorozyne is the best and most certain remedy in Coughs, Colds, Whooping Cough, Diphtheria, Rheumatism, Etc.

Dr. J. Collis Browne's Chlorozyne is prescribed by scores of Orthodox practitioners, and course it would not be this singularly popular if it were not "a simple water" and a "place" - Medical Times, January 12, 1886.

Dr. J. Collis Browne's Chlorozyne is a certain cure for Croup, Diphtheria, Etc.

Chlorozyne is genuine without the words "Dr. J. Collis Browne's Chlorozyne" on the stamp. Overwhelming medical testimony accredits each \$50 per bottle, and manufacture by Dr. J. Collis Browne, 33 Great Russell Street, London. Sold at 1s, 1/2d, 2s, 3s, 4s, 6d, 8s, 10s, 12s, 15s, 20s, 25s, 30s, 40s, 50s, 60s, 75s, 100s.

THE ADDRESS ADOPTED.

Continued from Page Four.

their excuse for increasing rates. He maintained that the repeal of the existing tax would be a boon to the borrower, and as to the point that abolition of this legislation would put more taxation on the unencumbered land, he quoted a well-to-do supporter of the change in his own district inquiring "who is better able to pay it than the man who is not burdened with debt?" Mr. Vreder favored the resolution, holding that the mortgage tax as at present collected bore unjustly on the poor man.

Major Mutter took objection to both the word and the wording of the holding that the man who is not burdened with debt is better able to pay the property tax. He introduced as a substitute the following: "Resolved, That after the word 'house' in the proposed amendment, the words 'real property tax on money in mortgage and tax on the house' be added, so that the proposed amendment be not double taxation." The question of the relevancy of the proposed amendment being challenged by Mr. Sward, it was debated at some length, and the amendment finally moving adjournment of the debate.

B. C. AT THE PARIS EXPOSITION.

Mr. Helmeke moved, seconded by Hon. Mr. Turner: "Whereas, a world's fair is to be held in Paris, France, in the year 1900, and whereas it would be in the best interests of the province of British Columbia if as complete a collection as possible of the products and resources of the province could be procured to be forwarded in due time to such fair: Be it therefore resolved that this house would respectfully urge upon the government of the province of British Columbia to take into early consideration the desirability of the province being properly represented at such fair: And for any violation of this provision the master and the owner of the tugboat, and the owner and person in charge of such barge, boat, bateau, scow or vessel carrying such passengers shall each incur a penalty not exceeding two hundred dollars, and not less than twenty

The Colonist.

THURSDAY, FEBRUARY 24, 1898.

PLENTY OF HARBORS.

A correspondent draws attention to the fact that Senator Scott stated in parliament a short time ago that there is not an ocean harbor on the Canadian coast south of the Alaskan boundary. This is a very remarkable thing to be said by any one assuming to speak with authority concerning Pacific Coast affairs. We are not prepared off-hand to say how many harbors there are on the coast, but we venture to name a few at random, namely: Alice Arm, Port Simpson, Port Essington, Kitimat, Port and Bella Coola. There are others, and in those named we have not thought it worth while to come more than half the distance down the coast from the Alaskan boundary to Vancouver. It seems a startling thing that such ignorance should prevail in high quarters. We are unable to understand how any man who ought to be as closely in touch with the affairs of this country as Senator Scott could possibly make so egregious a blunder. If he followed the discussion of the rival routes for the Canadian Pacific, he would have known better. But even if he were so unfortunate as to be totally ignorant of the geography of the country, one would suppose that he would have taken the trouble to inform himself before making a speech on the subject.

The people of Canada ought to know that there is no lack of the best of harbors on the British Columbia coast, and that, indeed, they are very much better than those further north. A glance at the map will show that the coast is deeply indented, and a moment's perusal of even an elementary work on the subject will inform anyone that these indentations are safe to navigation, with abundance of deep water. We ask, with our correspondent, what the representatives of this province in the senate were thinking of when they allowed such a statement to pass uncontradicted.

THE ALL-CANADIAN LINE.

We are not surprised to learn by wire from Ottawa that Hon. Mr. Turner's telegram to Sir Wilfrid Laurier was heartily endorsed at the Capital. He has undoubtedly taken the only correct position in connection with railway construction to the Yukon. The Skikine-Teelin road is very well as far as it goes, but more is wanted. The line must be extended to the coast. We must be freed from the possibility of interruption by our neighbors. We observe that the Vancouver World thinks that Alice Arm is the best place for an ocean terminus for such a line, but do not think it is correctly informed. We have made as careful investigation into the subject as is possible, and this does not lead us to entertain the view which commends itself to our mainland contemporary. Like the World, we desire to see the best route adopted. If a route to Observatory Inlet is best, by all means let that be chosen; but if that to Kitimat is preferable, we are sure that the World will be ready with its assistance in securing a railway to that point.

As we understand the matter, the engineer sent out by the provincial government last fall did not bring down a favorable report of the route via Alice Arm. He went into the interior for some distance and was obliged to turn back and his report does not give much encouragement to those who contemplate an entrance into the country from that point. It is fair to add that Captain Cunningham is very certain that a good route can be got into the interior from Alice Arm, but it is largely a matter of opinion with him. He said to the Colonist a few days ago that he fully believed there was an available route, but he added that he could not speak with certainty. He felt, however, that his opinion was much strengthened by the fact that a Massachusetts party which had gone in by way intending to go through to the Skikine had not returned. This seems to corroborate his opinion. It is a fact, however, that the Western Union surveyors found some exceedingly difficult country in about the same latitude as Alice Arm, and were in point of fact obliged to give up their survey; but it is always possible in such a country that available routes may be overlooked by the first people, who explore it.

On the other hand no doubt exists as to the possibility of penetrating the Coast Range from Kitimat Arm by an exceedingly level route. The existence of this way into the Interior has been known ever since the Canadian Pacific surveys. Captain Clifford went over the proposed route last year and found it very favorable. While we differ with the World on this point, we think there is no difference between us as to the necessity for constructing a railway from some point on the coast below the Alaskan boundary. We quote our contemporary's article on this subject in order that, upon a question of this magnitude and pressing interest, there may appear to be no rivalry between us other than in a desire to advance the best interest of the Province and the Dominion:

A passing reference, by no means commensurate with its importance—but which it was impossible for us to dwell upon owing to the late arrival of the steamer from Victoria and the necessity of publishing our special correspondent's

report of the proceedings in the Legislature—was made in our issue of yesterday to the Hon. J. H. Turner's telegram of Thursday last urging the Dominion government to immediately consider a measure looking to the speedy construction of a railway from some northerly British Columbia seaport to Telegraph Creek. This additional striking example of Premier Turner's interest in the welfare and rapid advancement of the Province, must appeal in the strongest manner possible to all true British Columbians. With the Victoria Colonist, we say, "the interests of British Columbia and Canada are at stake, and it is a matter of profound congratulation that the Premier has thrown the weight of his influence in favor of prompt action on the line indicated." Then ourselves, none more heartily endorse the sentiment expressed in the words above quoted, but we are inclined to take issue with our esteemed contemporary in a suggestion contained in the editorial from which the above quotation is made. Speaking of the Premier's telegram, and discussing the question generally, the Colonist suggests that the proposed line should have its coast terminus at Kitimat Arm, arguing that though the route would be much longer than if built from Alice Arm it should be selected on account of the excellent country it would open up. In this contention we differ. If the feasibility of a line from Alice Arm, or Observatory Inlet, is established—and there appears to be no doubt now as to that—it should start from there. While admitting our contemporary's contention, that a road from Kitimat would open up a grand mineral country, one from Observatory Inlet would run through an equally mineralized district, and would at least be 120 miles shorter, a natural advantage of immense importance, in view of the necessity for the early completion of an all-Canadian route to the Yukon. There is time enough for the opening of the country to the south and southeast of Telegraph Creek. What is needed is an all-Canadian route to the north, and that as early as possible. It is only reasonable to believe that through a very much smaller country miles of railway can be built and put in operation long before that of 260 miles. Therefore the shortest route—that from Alice Arm—should be selected unless engineering difficulties make it impracticable, which, from information before us, do not exist.

THE ACCIDENT TO THE MAINE.

A debate on the blowing up of the warship Maine was precipitated in the United States Senate on Friday by a resolution appropriating \$300,000 to be expended in raising the remains of the vessel. There were not many speeches, but the temper of those who spoke was such as to make it very plain that if there is a shadow of ground on which to hold Spain responsible for the explosion, there will not be the slightest use on the part of anyone to attempt to curb the war feeling. In vain will men like Senator Hawley, of Connecticut, insist that the country is not prepared for war. They will be swept aside in the rush of popular feeling as leaves are borne forward by a tempest. Indeed there will probably be very little effort made to resist the war feeling. The Secretary of the Navy has officially announced that if the blowing up of the vessel is found not to have been an accident, "decisive steps will be taken in the premises." This can only mean one thing, namely, that war will ensue, for the demands that would in such a case be made upon Spain would be of such a nature that they could not be acceded to.

A late Havana despatch says that all the evidence now points to a submarine mine as the cause of the explosion, and the statement is made that there were no explosives in the part of the ship where the first flame was seen. This seems a late date at which to make such a discovery, but there seems to be some reason to believe that facts are known to the authorities which have not yet been made public.

Meanwhile there is great activity in naval and military circles all over the United States. The troops at the principal army stations have been directed to get ready to move at a moment's notice. Orders have been received at San Francisco to exercise the utmost vigilance in guarding the guns there. At Boston "rush" orders have been given to the force employed on the fortifications, and at the Norfolk navy yard work is being pushed night and day on the torpedo boats. It is true that the Assistant-Secretary of the Navy denies that this activity has any connection with the Maine affair, but if it had, he would be very likely to deny it.

A WASTE OF TIME.

Mr. Speaker is likely to have an opportunity to assert his right to enforce the rules of the house when a discussion of the several paragraphs of the address is attempted. We think the point taken by Mr. Hunter a good one, namely that a member cannot properly under the rules, when speaking to a paragraph, enter upon a general discussion of the whole address, or the general state of the province, but must confine himself to the particular paragraph under consideration. Mr. Speaker will no doubt see that, whatever the rule may be, it shall be strictly adhered to, for he must be satisfied, as every one else is by this time, that the members of the opposition are simply wasting the time of the house to no good purpose.

In spending so many days debating the address, the legislature is departing from the practice usually followed. The address is little more than a formality. Alpheus Todd, in his "Parliamentary Government in England," says: "It has become the practice to treat the several topics contained in the speech in a manner which does not oblige the houses, in their address of thanks, to

GREAT BRITAIN IN WEST AFRICA.

We are sure that everyone will be pleased to know that there is no likelihood of a collision between Great Britain and France in West Africa. The despatches of day before yesterday looked very threatening. The London journals had assumed a warlike tone, and France was given to understand that if nothing short of hostilities would suit her purposes, she could have as much of that sort of thing as she wanted. This has called forth a very pacific utterance from the French government, and the incident may be said to be closed.

Several things may be noted in this connection. One of them is the readiness of the British public to take fire at any attempt on the part of France to interfere with British interests abroad. War between the two nations would be an exceedingly serious thing, but no government of Great Britain would dare to shrink from it, if it appeared to be necessary to maintain the national honor or the integrity of British territory. Another interesting fact is that France seems very desirous to keep on good terms with her island neighbor. The tone of the French press on several occasions of late has been such that one might expect statements like those appearing in the London papers to be followed by something very closely resembling a declaration of war. On the contrary the French minister for foreign affairs has been wholly friendly and exceedingly definite in what he has had to say. His reply to the British ambassador seems to put at rest all present danger of any trouble arising between the two powers in West Africa, and that is the only part of the world where there is any existing likelihood of their interests coming in conflict.

It is worth while in this connection to speak of the progress made by the British representatives in West Africa in establishing order in communities that only a very few years ago were sunk in the worst savagery. The change has been remarkable, so much so as to excite surprise even among those who are familiar with the extraordinary faculty of the British race to deal with savage tribes. Special reference has been made lately in the British press to one tribe, which is of a more than usually warlike character. It was then governed by ten Englishmen with one hundred and fifty negro soldiers, and so well has the work been done that these late persistent foes of ours are now living in a most peaceful condition and enjoying a high degree of prosperity.

It is also of great interest to note that through the influence of our representatives on land and the vigilance of our cruisers at sea, the slave trade has been almost wholly abolished. Occasionally a dhow, carrying the French flag, is found to have people aboard who are undoubtedly intended to be sold into slavery, and these our cruisers cannot rescue, for the reason that the French flag puts the right of search out of the question, France being as much bound to prevent the slave trade as Great Britain. On land slavery is gradually passing away. The condition of the slaves is greatly ameliorated. Their masters must treat them more fairly, because, if they do not, the slaves can escape and they will not be allowed to retake them. The result is that the slaves are rarely ill-treated, and in the course of time the institution of slavery will be totally abolished. It may not quite suit some people that the British officers have not insisted upon the immediate abolition of every vestige of slavery in the districts over which they exercise control; but they have been confronted with a choice of evils. To decree immediate enfranchisement without compensation would be to arouse hostility in the most influential quarters and thereby retard the civilization of the country. To attempt to manumit the slaves and compensate the owners would be to impose a heavy burden of taxation upon some one. To set the slaves free would be in most cases to make their situation very much worse than it has been. The only course left was to make the perpetration of slavery impossible, and to surround its continuance with so many safeguards as to improve the status of the slaves. This has been done, and we think in the long run it will be found better than any of the other plans. A British influence in West Africa is for liberty and civilization.

A TENTATIVE PROPOSITION.

It is very evident that a large sum of money will be required in this province to pay for necessary development. There is naturally a great deal of objection on all sides to increasing the permanent debt more than can be avoided, and many persons are chafing around to see if they can discover some way of getting what funds will be required without going to the necessity of loans. Solely that there may be discussion, and without ourselves endorsing the proposition, and with the most unqualified assurance that not only is the suggestion following not made with the approval of the government, but that the first any member of the government will ever know of it will be when he reads it in the Colonist this morning, we present this plan.

It is suggested that instead of borrowing money, the government of the province should take advantage of the speculative spirit that is abroad and issue land scrip, to be redeemed by the holder taking up mineral lands within the province. Thus, scrip should be issued entitling the holder to receive from the

provincial government a grant of a certain area, ten, twenty-five or fifty acres, as might be thought most desirable. The holder of such scrip should be at liberty to file upon ungranted lands, and immediately upon his staking being crowned should be entitled to receive a crown grant of the land so recorded, such grant carrying with it the right to the precious and base metal and all minerals without being compelled to do any assessment work thereon; but his holding in all other respects should be subject to the same regulations as apply to other property of any description obtained from the government under the laws as they now stand.

It is claimed that if such scrip were offered for sale there would be a great demand for it, and that as high as five dollars an acre could be easily obtained for lands sold under such an arrangement. To explain the matter a little more fully, it may be added that after the sale of this scrip had been authorized, government agents in all parts of the province should be instructed to offer it for sale. The purchaser would simply go to the agent, pay his money for lands sold under such an arrangement. To explain the matter a little more fully, it may be added that after the sale of this scrip had been authorized, government agents in all parts of the province should be instructed to offer it for sale. The purchaser would simply go to the agent, pay his money for lands sold under such an arrangement. To explain the matter a little more fully, it may be added that after the sale of this scrip had been authorized, government agents in all parts of the province should be instructed to offer it for sale. The purchaser would simply go to the agent, pay his money for lands sold under such an arrangement.

It may be objected to such an arrangement that under it a person having command of a large amount of money might buy and lock up large areas; it may also be objected that to permit a person to occupy mining claims in this way and not work them would be contrary to the whole spirit of our mining laws. We see these objections, and it is because we see them that we throw the question out for discussion without expressing any opinion upon it. At first sight the proposition seems to be an attractive one, but like many an attractive idea, it may not stand as close an inspection as it ought to, in order to be acceptable. We give the suggestion for what it is worth and shall be glad to hear from correspondents in regard to it. We have sketched the plan in the most general way and we fear very crudely, but our object is to get the idea before the public. If it is practicable to devise some plan whereby it will be possible to get out of our vast domain sufficient money to pay for all needed public improvements and the same time not retard the progress of the province, we think it will be worth doing. In matters of this kind discussion is highly important. It will bring out the weak points of a case and develop the strong ones. Money must be obtained for the purposes mentioned. If it cannot be obtained out of the public domain, in view of the fact that it certainly cannot be obtained by direct taxation, the only course left will be to borrow it. For this reason, the fullest discussion of the question raised by the above suggestion cannot fail to be of advantage.

BY WAY OF VARIETY.

"Are you the boss of the house?" inquired the man at the door. "No; I'm only the boss' understudy," was the much-married man's answer.—Yonkers Statesman.

Young lady—How old would you take me to be, Baron? The Baron, bowing, answered, "I am, madamelle, how can I say? For your accomplishments tell me what your looks deny."—Truth.

The Early Christian: Teacher—What do you know about the early Christians? Tommy—Never heard of 'em. She gets up in the morning and goes to church before breakfast.—Indianapolis Journal.

First passenger (irritably)—Where are your eyes? Celtic passenger (pleasantly)—In my head. First passenger (warming up)—Well, can't you see my feet? Celtic passenger (more pleasantly)—No; ye have shoes on.—London Judy.

Complainant—Sure, my husband is drunk 24 hours the day, your honor. Judge—All right. Shall I give him six months? Complainant (hastily)—Oh, no, no, your honor; he's a good man when he ain't in his cups.—New York Journal.

"This year's wheel may be chainless," remarked the observant boarder, "but—" "But," added the cross-eyed boarder before the other man could finish his sentence, "this year's L.A.W. politics is not chainless."—Pittsburg Chronicle-Telegraph.

Little Presbyterian (aged three, on his return from the Episcopal Church, where he had been for the first time)—Mamma, the minister came out with a night-dress on and all the ladies were so 'shamed they put their heads right down.—Truth.

Stranger—It seems remarkable to see so many boys sporting moustaches and whiskers.

Native—Mebby so. But this is a curfew town, you know.—Cleveland Plain Dealer.

Bridget (to cross-eyed clerk)—An' how yer any frish eggs, sor? Clerk—Plenty. Just look this way, ma'am.

Bridget (loftily)—Shure, an' I'll not look that way if Oi niver hov any.—Judge.

Professor Knowall—Miss Vernon, what would you say if I were to tell you that vanity is but the looking-glass that reflects imaginary virtues and conceals real faults? Miss Vernon (simply)—I should say you ought to know.—Brooklyn Life.

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Where is the vigor given you by nature? Where is your manly bearing, your hearty grasp of the hand? Have you wasted it in excesses and dissipation? Is it gone? Is the world full of bitterness to you? Are your days spent in brooding over your trouble and your nights in restless tossing.

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The Possible Result of British Territory in

LONDON, Feb. 19.—The morning, commenting on news from West Africa dispatches read by Mr. Chamberlain, the very gravest in French officer has established force a station at a point within our sphere. recognized that the time face the situation. The serious, but no French ca- ture to purchase peace what is considered an right."

DOUBLE DROW Two Men Lose Their Lives Take Off Mail for Gange

NANAIMO, Feb. 21.—George H. Hadwen, of Dunsmuir, on train to-day's morning accident at Salt Springs Island. A man named whose name Mr. Vesuvius Bay in a rowboat from the steamer City which left Nanaimo on a rough gale. The first tracing of the rowboat was leached yesterday afternoon, letters for the inhabitant Harbor were found at the beach. The bodies of the been found and an inquest at Salt Springs Island this Footo and provincial Const Douglass in charge.

Another despatch received yesterday gives the names as Harold Wilfrid Scoerick Smedley. Scott was man of means, about 26 years engaged in farming with on Salt Spring island. employed by them and The bodies have been recovered.

THE CHEAP TRAVEL C.P.R. Traffic Manager Tells Come About—Canadian Is cotted.

WINNIPEG, Feb. 19.—(S Kerr, traffic manager of West of Lake Superior, being induced his company to m surprising reduction in trans- portation rates, replied: cuded that the United State not living up to their agree- were cutting rates on ever placing their business in the scalpers, and we concluded people the share that the lines were giving to scalp brokers and cut the rates in net proceeds of a ticket in- rate that was secured by States lines would amount to so we concluded to give the d the Yukon gold seeker toward chase of his outfit.

"The American lines do not to the interests of commerce many respects the law is a de the United States transcon- tinents. They see that the Canadian not violate it, otherwise t combine against us. The res is no line that lives up to the like we do."

As a result of the rate war fares from Winnipeg to No coast points have been reduce first class and \$40 second cl and \$20 respectively.

A special dispatch from states that the New York lines have decided to cancel ments with the C. P. R. to ac prepaid tickets or tickets be in Europe. Western lines notified the C. P. R. that its abrogated all immigrant con- means that the lines in qu refuse to do business with th Toronto, Feb. 19.—The caused trouble in C. P. stock- ing on the stock exchange a close on to \$1.

MANITOBA AND NORT A Happy Contralto—Saskatche —Fire at Brandon. WINNIPEG, Feb. 21.—(Spee gram from New York and Miss Edith J. Miller, forme place, out of over one hun- cants, has secured the posit tralto soloist in St. Bar- churcho, New York, at a sal- \$1,000 a year. Miss E. Pauline Johnson re- terday from a tour as far as Albert. On arriving in the Johnson received intelligenc that her mother was dying, further delay she continued to Brandon. Mr. D. McMillan, a prac has discovered a deposit of g quartz near the banks of the katchewan river, about 10 north of Kaminay Station, in don district. At Brandon this morn destroyed the building and cor- corner of Eleventh street avenue, occupied by Valde Desellite, barber. The ca- known; the loss is about \$ insured. Miss G. Olafsson, aged blood vessel while skating and died in a few hours. The senior championnal match to-night between th and the Victorias was a co- over for the Victorias, wh score of 8 to 0. The Vict grand tour. Rev. John Pringle, 'orm city, now of St. Paul, Minn. his services for missionary Presbyterian church in Klo- A serious defalcation is r the books of P. Carrey, es- surer of St. Boniface munit shortage is being investig- At Calgary to-day Jud- tenced Arthur Collins to tw- tenary for catting stealing. The directors of the Winn- have decided to call for ter- tion of a jubilee additio- funds are now promised. Hon. E. E. Foster is exp- -morrow on mining busines- E. A. Gamble, ex-reveo d is dead of apoplexy. He of York county, Ont.

