

\$1.50 PER ANNUM \$1.50

VOL. 16.

VICTORIA, B. C. THURSDAY, FEBRUARY 17, 1898.

NO. 49.

ACTING UGLY NOW

That is the Attitude of the U. S. Government in Connection With Transportation Facilities.

Some Talk of Retaliation—Prior Is in Favor of the Yukon Railway Deal.

Ottawa, Feb. 14.—There is no doubt but that the United States government is acting ugly in connection with the transportation privileges at Fort Wrangel and other points on the Pacific coast.

While there is talk of retaliation in certain quarters, it is not likely that the Canadian government will take any such action unless compelled to do so.

That would mean excluding American miners from the Yukon.

Col. Rizer has arrived from Victoria to attend to his parliamentary duties. He will return in about ten days, but that he cannot stay here.

Mr. Mackenzie of Mackenzie & Mann, is here. He has returned from his visit to Winnipeg. It is understood that Mr. Mackenzie will leave for England in a few days to host his railway scheme.

Mr. Clifford Sifton is expected to speak tomorrow on the second reading of the Canadian-Yukon railway bill.

The report from Washington that the United States government wants the shipment of fish caught by Americans on the Atlantic coast through Canada in bond in return for the concession of transshipment of goods at Fort Wrangel and other points in Alaska, is said to be correct here.

Members say that they do not see any objection to such a concession, providing Canada gets an equivalent in return.

PERILS OF THE SEA

Atlantic Liner Veendam Goes to the Bottom in Mid Ocean—Strikes a Submerged Wreck.

Passengers and Crew Transferred to the St. Louis After Hours of Awful Anxiety.

New York, Feb. 12.—The American liner steamer St. Louis, which arrived today from Southampton, reports the loss at sea of the Hollandia, a Dutch steamer, and the Canadian steamer, from Rotterdam on New York.

The passengers and crew were saved by the St. Louis.

At quarantine, Captain Stemer of the Veendam said as follows:

"The Veendam left Rotterdam on the 2nd with a cargo, nine cabin and 115 stowage passengers and a crew of eighty-five, bound for New York. She had strong northwest gales and high weather, and a slight swell.

"February 6, at about 5:17 a.m., the ship's line being in latitude 49:35 north, longitude 12:15 west, the vessel struck a submerged wreck or wreckage, which tore a hole in the ship's bottom and broke her propeller shaft.

"We found that our ship was making considerable water, but notwithstanding the water gained on us, in the meantime our boats were being lowered and it was necessary to leave the ship, as she was now sinking rapidly by the stern. At 1:30 a.m. we observed the lights of the passenger steamer Dreyfus in the distance, and we were being about south from us.

"We made signals of distress, on which the vessel Dreyfus came on us. We then decided for the safety of the passengers and crew to transfer to the passenger steamer Dreyfus, which was bound for New York.

"The passengers and crew were saved by the St. Louis.

"At 5:30 a.m. Monday everybody had been transferred to the St. Louis. The last boat left the Dreyfus at 1:30 a.m. and was laboring very heavily and sinking rapidly by the bow. The transfer of the passengers and crew took, notwithstanding the great difficulty and high seas running, three hours and ten minutes, and was accomplished without the slightest accident.

"As the wreck was a dangerous obstruction to navigation we decided to set her on fire, which was done. The position of the wreck was then latitude 49:19 north, longitude 12:47 west. On board the St. Louis we were warmly received, and the captain and officers did everything possible for our comfort. We take this opportunity to express our utmost gratitude; also the passengers of the Veendam."

The Veendam was formerly the White Star steamer Baltic. She was built at Belfast, by Harland & Wolff in 1871. She was a four-masted barkentine-rigged screw steamer. She registered 4,096 tons and was 315 feet long, 41 feet beam and 31.9 feet deep.

Captain Stemer, who was in command of the Veendam, has an excellent record, and is comparatively a young man. In January, 1894, while in command of the American liner, the St. Louis, he lost his first officer and six seamen who put off in a small boat during a terrific weather, to attempt to rescue the crew of the American schooner Mary Wells, which was in a sinking condition.

Captain Stemer made further efforts to rescue the crew of the Mary Wells, and in a possession of a handsome gold watch presented to him by President Cleveland on behalf of the American people for his gallant action on that occasion.

Archer Brown of this city was a passenger on the St. Louis. He was late in the rescue on the St. Louis while the rescue was in progress, he said.

Nearly all the passengers on the St. Louis were in bed when the news quickly spread that a wreck had been sighted. Then we crowded on deck, and the glare of the sky rockets as they burst in the air, and we could see the lights of the women on the Veendam. The excitement on board the St. Louis—that is, the women on the Veendam—was intense. We cheered the rescuers as they pushed off from the Veendam.

"It was perhaps three-quarters of an hour

GREATEST ON RECORD

Canada's Commerce in All Departments is in a Most Flourishing Condition.

Enormous and Unprecedented Increases in Imports and Exports to Britain and the States.

Ottawa, Jan. 31.—The trade and navigation report for the year ending June 30, 1897, was issued today. The totals have already been published in regard to the volume of trade, but the blue book contains figures in respect to the trade by counties and other valuable information which was not accessible until now.

The highest duty collected was in 1890, the figures for 1897 are as follows:

Imports. Exports. Total. 1898. \$118,644,532 \$129,074,268 \$247,718,800

The trade with Great Britain during the year increased about \$7,000,000 over the previous year, in 1897, with £10,000,000, for the five years the figures are as follows:

Imports. Exports. Total. 1893. \$107,228,906 \$102,144,650 \$209,373,556

The trade with France remains about the same as the year previous, while with Germany it increased by over a million dollars, to \$7,500,000 in 1897.

The trade with the United States was a slight decrease in trade with Newfoundland and the West Indies, while the business with China and Japan was the highest in 1897.

The exports to Great Britain were nearly \$11,000,000 greater than in 1896, and nearly \$9,000,000 greater than in 1895, which was the highest in 1897.

The exports to the United States was also the greatest on record, the next highest year being 1895, when the exports were \$10,000,000.

The exports to Great Britain and the United States for the past five years were as follows:

Imports. Exports. Total. 1893. \$94,024,428 \$83,928,010 \$177,952,438

There was a slight increase in the exports to France, while the figures for Germany were increased in 1897.

The trade with the United States was also the greatest on record, the next highest year being 1895, when the exports were \$10,000,000.

The exports to Great Britain and the United States for the past five years were as follows:

Imports. Exports. Total. 1893. \$94,024,428 \$83,928,010 \$177,952,438

The trade with Great Britain was in 1873, when they were \$68,522,000. There was a small increase in 1897.

France and about half a million dollars of an increase with Germany. With Belgium the increase was about \$1,000,000.

The percentage of duty in the total value of goods imported, dutiable and free, was 16.68, compared with 17.13 in 1896, and 17.13 in 1895.

The following are the total imports and exports by provinces:

Ontario. \$39,312,226 \$43,022,248 \$82,334,474

Quebec. \$9,275,136 \$8,051,890 \$17,327,026

British Columbia. \$1,214,907 \$1,410,148 \$2,625,055

Manitoba. \$1,365,755 \$2,588,968 \$3,954,723

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AUTONOMY FAILS

Candid Opinion of Consul-General Lee—Intervention Suggested as a Remedy.

De Lome Incident Not Closed—U. S. Government Thinks Spain Should Apologize.

Washington, Feb. 14.—Autonomy is a failure. This is the most of a voluminous report which Consul-General Lee is said to have forwarded from Havana to the state department. And, as if to pre-empt the people's action by this government, Senator Joseph B. Foraker of Ohio, was granted an interview, of which the most pregnant sentence was:

"The whole character as it is now being written on the island of Cuba, is one of horror, shocking to civilization and of such a nature that intervention should be resorted to, if necessary, to put an end to it."

WANTS THE WAR ENDED. The Cuban Insurgents Offered New Propositions.

Havana, Feb. 14.—The following propositions have been formally tendered to the insurgents by the colonial government:

"First, the volunteers will be dissolved and a Cuban militia formed.

"Second, the insurgent colonels and generals will be recognized.

"Third, Cuba will be called on to pay only \$100,000,000 out of the \$600,000,000 indebtedness for her war.

"Fourth, Cuba will pay \$2,000,000 a year for the crown list.

"Fifth, Cuba will make her own trade without interference by the Madrid government.

"Sixth, Spanish products will have only a ten per cent. margin of protection over the products from other countries.

"Seventh, no exiles or deportations will be made, even in war time to Spain, Africa or penal settlements elsewhere.

"Eighth, death sentences for rebellion shall be abolished.

"Ninth, martial law cannot be ordered by the captain-general without the assent of both the houses and the senate if these bodies are in session, or without a majority of the cabinet if they are not in session.

"Tenth, the archbishop of Santiago de Cuba shall always be a native Cuban.

"Eleventh, the actual insurgent party shall have three seats in the first cabinet.

"Twelfth, an armistice of 15 days shall be granted for the discussion of the terms of peace.

These terms are accepted by the autonomist party in full with the exceptions of Senors Galves, Montero, Zayas and Delante.

RUMORS CONCERNING LEE. Statement Made That He Has Also Written a Letter.

New York, Feb. 14.—A dispatch from Havana says that there is a rumor that the palace authorities have a letter written by Consul-General Lee, the contents of which are as interesting as the one for Spain as the De Lome letter to Canals was for the United States.

Another rumor circulating in Havana is that General Blanco has resigned his position as governor of the island, but this is officially denied by the state department at Washington.

De Lome's resignation is really considered in Havana as a severe blow to Spain. The Cubans are jubilant.

Spain has no other diplomat with equal brains, industry private fortune or brilliant diplomatic wit. They think there will be fewer senators from Spain in congress next year.

The text of De Lome's letter, printed here, caused a great stir. His candid opinion of McKinley and his attitude of the legislation now shaping at Washington, the object and effect of which will be to block the proposed Sinking fund, by making it impossible or difficult for the transshipment of passengers and freight from ocean to river steamers at the mouth of the river, which lies in United States territory, the free navigation rights possessed by the British people not obviating the right of the United States to impose conditions in such a case.

The Globe's correspondent says plans may be radically altered, and it may be necessary to build from Fort Simpson to Observatory Inlet, which would make the route free of all connection with the United States. This, however, would entail an additional railway of 180 miles, the distance from Observatory Inlet to Glenora, where the Teslin lake railway starts, which could not be done until September, 1898.

"In the meantime," asks the correspondent, suggestively, "what is to be done with Klondike? If the Americans boycott Fort Wrangel and prevent us from going in that way, shall we nevertheless permit them to swarm in by their routes and help themselves to what is there, or can we place some restriction upon their entering until we ourselves are ready to take a hand?"

This pertinent question is doubtless receiving the attention of the government. There are differences of opinion respecting the merits of the contract with Macdonald, and the question of the Grit or Tory, must allow that Canada can't afford to be chased off Klondike by sharp Yankee tricks.

NEW DEAL PENDING

Possibility of Canadian Government Making Change in Teslin Railway Plans.

Globe's Correspondent Discusses Seriousness of Legislation Now Shaping at Washington.

Ottawa, Feb. 15.—Wm. Mackenzie, of Mackenzie & Mann, the Teslin lake railway contractors, is here conferring with the government regarding the possibility of the necessity arising to make new arrangements for the construction of the Yukon railway.

The government desires to be wholly independent of the States in this matter, and it is said by the contractors that it is necessary to build from Fort Simpson to Observatory Inlet, which would make the route free of all connection with the United States.

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SPAIN IS SURPRISED. That the United States is Not Yet Fully Satisfied.

New York, Feb. 14.—A Madrid correspondent, describing the formal statement or regret at the censure of De Lome's conduct, which he says is about to be made by Foreign Minister Gullon, says the statement will be in the form of a note in reply to a communication from the American government and will set forth the substance of what the foreign minister said in an interview with United States Minister Woodford February 10th, when the latter submitted the note from the government at Washington forming the Madrid government of Senor De Lome's offense and requires his recall.

The cabinet had supposed that the prompt acceptance of Senor De Lome's resignation would be quite sufficient satisfaction for the American government, but the letter to Canals not being an official act, but a purely private one.

Consequently the telegram from New York reporting that the United States government expected further satisfaction from the Spanish minister's conduct was a surprise and caused a sensation.

It is being arranged that a new minister shall arrive in Washington simultaneously with or before the arrival of the delegates from Spain, Cuba and Puerto Rico appointed to participate in the drafting of a commercial treaty which Premier Sagasta considers to be of the very highest consequence.

All rumors about the sending of Spanish ironclads and torpedo boats to Cuban waters are premature.

THE BIG WHEAT FIGHT. Chicago, Feb. 12.—The Journal today says: "There is again light on the battle between Messrs. Armour and Leiter, last December, and on the present movement of spring wheat to Minneapolis, which has puzzled the trade from Chicago to London. It is claimed that Mr. Armour, of which are as interesting as the one for Spain as the De Lome letter to Canals was for the United States.

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COUNCIL

City Auditor... An Awful Disaster Overtakes the United States' Crack Warship at Havana. Tremendous Explosion in the Gun Cotton Room Forward Under the Mess Quarters. Over Two Hundred and Fifty Lives are Lost and Many are Wounded and Missing—Excitement at Havana.

BATTLESHIP MAINE BLOWN TO PIECES.

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The Captain and Nearly All the Officers Said to Have Escaped—Speculation as to the Cause of the Great Calamity Was It An Accident or By Design?

Washington, D. C., Feb. 16.—The United States battleship Maine, lying in Havana harbor, was destroyed by an explosion last evening, which occurred, it is thought, in the powder magazine. All the officers are thought to have been saved, but it is estimated that over 200 of the crew are killed.

to get at the keys after they are once in the possession of the captain. "Another thing that makes me think that the explosion was not accidental was that the Maine's principal magazines were nearer the middle of the ship than her bows. If there had been an explosion there many of her officers would have been killed.

FROM THE CAPITAL

Canadian Bank of Commerce Given the Government Banking Business at Dawson. Mr. McInnes Wants Information—Committee to Investigate Into Drummond Railway Deal.

THE ISLANDER SAILS

About One Thousand People Assembled to Witness Her Departure for the North. Over Four Hundred Passengers Leave on Her—The Man Who Wanted His Stove.

THE STORMY PACIFIC

The Steamers Amur and Pakshan Experience Heavy Storms on the Way Across. The Pakshan To Sail on Saturday—The Edith Arrives—Review of January's Shipping.

City Auditor... The City Auditor...

THE DOMINION PARLIAMENT

Mr. Foster Applies the Time Test to the Patience of the House by Scrap Book Reading.

Mr. Richard Cartwright Makes Few Remarks in Reply in His Own Well-known Style.

Ottawa, Feb. 8.—When the house opened yesterday the debate on the address presented the usual scene of the interior of the House of Commons. Mr. Cartwright, the member for North Wellington, had been promised the position of Lieutenant-Governor of the Northwest Territories, was corrected.

Mr. Cartwright replied "The rumor cannot be widespread, because it has never reached me."

In reply to Sir Charles Tupper the government leader said he would furnish the information as to the Washington regulations re customs at a very early date. He also said that the Yukon railway contract would be laid on the table to-day.

In reply to Mr. Foster, the minister of the interior said: "The United States relief expedition was to sail about Feb. 1st. Since then I have received no information. The question of the United States troops accompanying the expedition has been a subject of communication. United States troops under arms shall be allowed to be sent over the Canadian territory not under arms for the purpose of more expeditiously reaching American territory is now under consideration."

Mr. Foster at 3:40 resumed the debate on the address. He had a voluminous list of names to read. He first dealt with Sir Wilfrid Laurier's first speech on Friday to Sir Charles Tupper. He then dealt with the opposition leader there was nothing but "childish anger" and reminded the premier that he was not able to read the speech from the throne. Mr. Foster claimed credit for the Conservative party for the high credit Canada enjoys in the money market of the world. He resented the credit given to Mr. Fielding who, fourteen years ago entered on a propaganda in the North West Territory.

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STIKINE RAILWAY

The Bill Before the Dominion House Provokes Some Acrimonious Discussion.

Hon. Mr. Blair Scathingly Condemns the "Parish Vestryman" Criticisms of Mr. Foster.

The Various Clauses of the Stikine-Railway Bill Recited in Detail.

Mr. Mills Answers the Attacks of Sir Mackenzie Bowell in the Senate.

Ottawa, Feb. 9.—Mr. Blair yesterday afternoon introduced in the house of commons the bill concerning the construction of the Yukon-Canadian railway. The bill was read in detail. Mr. Blair's explanation of the various clauses in the bill can be summarized as follows:

Clause 1 provides for the building of a railway from the navigable waters of the Stikine river, in British Columbia, to the mouth of the Yukon river, in Alaska, a distance of 150 miles, by September 1, 1898. The land to be used for the railway shall be a larger mileage than the minister of railways considers reasonably necessary for covering the distance between the two points.

Clause 2 provides for the bills to confirm the contract, and provides for an extension southward into British Columbia to an ocean port, and an extension northward to Dawson City. Power was contemplated by this clause to be given to the company to build a line over the Dalton trail to Selkirk, when not before the government-general-in-council.

Clause 3 provides for the building of a railway from the navigable waters of the Stikine river, in British Columbia, to the mouth of the Yukon river, in Alaska, a distance of 150 miles, by September 1, 1898. The land to be used for the railway shall be a larger mileage than the minister of railways considers reasonably necessary for covering the distance between the two points.

Clause 4 would not, Mr. Blair said, be found to be in any sense a monopoly clause, but a provision for better securing of trade of the territory to the Canadian people. The clause was, in fact, forced upon the contractors by the government.

Clause 5 entitles the company to receive during the ten years franchise for the railway a sum of \$250,000 as a subsidy for the construction of the railway.

Clause 6 provides that the tolls to be collected upon the railway and after four years shall be reduced by 25 per cent. The rates so fixed may continue for three years longer, when they shall be reduced by 25 per cent.

Clause 7 exempts the land granted to the contractors from taxation for municipal purposes by any incorporated city, town or village in the Yukon.

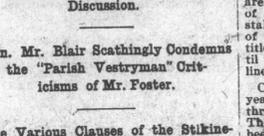
Clause 8 provides that all shall be given to the extent of 25,000 acres of land per mile for 150 miles of railway, this land being situated in the Yukon district west of the Mackenzie and Liard rivers and north of the 60th parallel of latitude, such land only to become vested in the contractors on certain conditions.

Clause 9 requires the company within ten days to deposit \$250,000 as security for its observance of the contract. If the deposit be cash, a rate of three per cent. per annum shall be allowed as interest on the money deposited. Mr. Blair added that the deposit in cash had been made.

Clause 10 provides that all shall be given to the extent of 25,000 acres of land per mile for 150 miles of railway, this land being situated in the Yukon district west of the Mackenzie and Liard rivers and north of the 60th parallel of latitude, such land only to become vested in the contractors on certain conditions.

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SMOKE-GREAT



Help Wanted-- To have your advertisement inserted in this paper, you must buy Groceries. Where do you buy them? Not from the grocer, but from the advertiser. The lady of the house generally knows where she can get the most and best for her money. Our prices are hard to match.

A full assortment of Garden and Flower Seeds. The finest assortment of Toilet and Laundry Soaps ever offered. LaMont's Crystallized Eggs. Devilled Crab, 15c. tin.

Dixie H. Ross & Co. COLUMBIA FLOURING MILLS CO. ENDEBERY AND VERNON BRANDS: Hungarian, Premier, R. P. RITHET & CO., Victoria, Agents.

the interests of the trade of Canada and of Canadian interests. It did not interfere with any existing charter, but asked parliament not to charter any line from the head of Lynn canal or from the Alaskan boundary for a period of five years. It was agreed that if the government in its efforts to secure the head-waters of Yukon navigation through Canadian territory.

Some Explanations. Mr. Blair explained that he had deviated from the course pursued by the C.P.R. in 1881 by incorporating the company to build a road over the Dalton trail and by subsequent clauses conferred certain powers on the contractors or company. He directed attention to the fact that the bill was not a monopoly clause.

Mr. Haggart criticized it as the most extraordinary bill ever introduced in parliament. He said that the bill was not a monopoly clause, but a provision for better securing of trade of the territory to the Canadian people.

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Miraculous Results

A SUFFERER FOR 35 YEARS CURED BY PAIN'S CELERY COMPOUND. A Terrible Case of Dyspepsia is Overcome by the Great Compound.

Had Failure After Failure With Other Medicines. Mr. Budd Says: "From a Condition of Helplessness I Am Now Well and Strong."

New Life and Health Await All Who Use Paine's Celery Compound.

WELLS & RICHARDSON CO. Gentlemen: For the benefit of sufferers I gladly give my experience with Paine's Celery Compound. After suffering from dyspepsia for thirty-five years, and meeting with many failures with other medicines, I decided to use Paine's Celery Compound, having heard of so many cures effected by it. The Compound, after I used it for a time, produced miraculous results and banished my troubles.

From a condition of helplessness—being unable to sleep or eat—I, now feel well and strong. I am astonished at the results, as my trouble was an old and chronic one. I have recommended Paine's Celery Compound to some of my neighbors, and in every case it has given satisfaction. I will always strongly recommend its use when I have opportunity.

Yours respectfully, AMBROSE BUDD, Shanty Bay, Ont.

Mr. F. C. Holbig, a prominent druggist of Lynchville, Va., says: "One of our citizens was cured of rheumatism of two years' standing by one bottle of Chamberlain's Pain Balm. This liniment is famous for its cures of rheumatism, and has been highly delighted with the prompt relief which it affords."

For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

CASTORIA

For Infants and Children. The only safe and reliable medicine for infants and children.

Wright, a man who had traveled all over America, had a brilliant mind, and was a man of great courage and endurance. He was a man of great courage and endurance.

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Easy to Take

Easy to Operate. Are features peculiar to Hood's Pills. Small in size, tasteless, efficient, thorough. As one man said: "You never know you have taken a pill till it is all over."

Proprietors, Lowell, Mass. The only pills to take with Hood's Cathartic.

St. Paul, Minn., Feb. 14.—Dr. Robert A. Wheaton, of the western division of the Southern Railway, died this morning of pneumonia after a short illness. He had been in poor health for some time past, but continued at his desk until last Monday, when a light cold settled upon his lungs.

San Francisco, Feb. 14.—A. D. Wilder, superintendent of the western division of the Southern Railway, died this morning of pneumonia after a short illness. He had been in poor health for some time past, but continued at his desk until last Monday, when a light cold settled upon his lungs.

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THE HON. C. H. MACKINTOSH

Operations of His British Columbia. Believes That the Province Acquired Will Make Famous.

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Wanted--

Do you read our advertisement... I have your money... You must buy... from us you are making a mistake...

Form of Garden and Flower Seeds... assortment of Toilet and Laundry... ever offered... Crystallized Eggs... 15c. tin.

Dixie H. Ross & Co. S. L. S. GO. ENDERBY AND VERNON

Agents. Klondike

Canada in a most unfortunate position... had not an all-Canadian route... Yukon country... to this matter...

Remarkable Results

SUFFERER FOR 35 YEARS CURED BY PAINE'S CELERY COMPOUND.

Terrible Case of Dyspepsia is overcome by the Great Compound.

Failure After Failure With Other Medicines.

Mr. Budd Says: In a Condition of Helplessness I Am Now Well and Strong.

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WILLIS & RICHARDSON CO.

Failure After Failure With Other Medicines.

GREAT CORPORATION

Hon. C. H. Mackintosh Speaks of the Operations of His Company in British Columbia.

Believes That the Properties He Has Acquired Will Make Rossland Famous.

(From the Vancouver News-Advertiser.)

The Hon. C. H. Mackintosh, ex-Lieut. Governor... now resident director of the British America Corporation...

"Of course I am a believer in the silver districts of British Columbia... it will be cast in the direction of endeavoring to get capital invested in our silver country...

"The corporation intends to erect offices on its own grounds... no doubt, with the deep sense of duty that has characterized Mr. Carlyle during his connection with the provincial government...

"I think that any corporation or company would make a great mistake in giving up the idea of ultimately securing a good property... The Le Roi is steadily improving, so far as I can learn...

"As to the C.P.R., the matter presents itself in this light: If Mr. Corbin is given the concession, and the C.P.R. is given a free field, they will be likely to defer building until a more opportune time...

"Railroad or no railroad, the Boundary Creek district is prosperous now and will become more so... We have the mineral wealth, and it is being opened up...

"Machinery was coming in as I left for the Steamer, in Greenwood camp, and the Gold and Silver... Preparations are being made for work on the Knob Hill...

"My mission is to confer with our directors as to the adoption of a plan of operations and I am confident that it will prove beneficial to British Columbia...

PROVINCIAL HOUSE

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Premier Turner on the Recent Remarkable Developments Throughout British Columbia.

The Subject of Redistribution Gives Promise of Leading to Some Animated Discussion.

Hon. G. E. Martin Makes an Affecting Speech in Defence of Certain Company Managers.

Victoria, February 14th.

The speaker took the chair at two o'clock. Prayers were offered by Bishop Perrin.

Mr. Kelle presented a petition from the ratepayers of Revelstoke in favor of the incorporation of Revelstoke as a city municipality.

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Mr. McGee presented a petition from the Nanaimo Electric Light Company, asking for an extension of its charter.

Mr. Helcken presented a petition from Sir Charles Tupper and others asking for permission to present a petition praying for the incorporation of themselves as a railway company.

Col. Baker presented the annual report of the public schools.

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"The free-milling properties in Long Lake camp are showing up well, R. J. Mackenzie, one of the senior partners of the contracting firm of Mackenzie & Mann, has bonded the Enterprise for \$50,000 and has started work upon it...

"There are scores of properties that are being developed in a quiet way and the number of men at work makes business good in the district.

Mr. Ross expects to be away from Greenwood about two months.

A Clergyman's Thumping Heart.

Cured After Years of Tedious but Fruitless Treatment—These are the Words of Rev. L. W. Showers, of Elderton, Pa.

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SEE THAT THE FAC-SIMILE SIGNATURE

OF CHARLES H. HITCHCOCK IS ON THE WRAPPER OF EVERY BOTTLE OF CASORIA

900 DROPS. A Vegetable Preparation for Assisting the Food and Regulating the Stomachs and Bowels of INFANTS CHILDREN

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

Recipe of Old Dr. SAMUEL PITCHEE. Pumpkin Seed, Licorice, etc.

A Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac Simile Signature of CHARLES H. HITCHCOCK. NEW YORK.

16 months of the mine of Kootenay, it was worthy any government. With respect to the use of the names of cabinet ministers upon the prospectuses of mining companies...

failure of the government to fill the appointment was that the government was afraid to open a certain constituency in order to give the province a more secure position. This was one question which he would like the honorable gentleman opposite to explain satisfactorily...

Mr. Semlin then took up the question of the danger threatening the townsite of Revelstoke. The encouragement of the Columbia river, the townsite of Revelstoke, was the subject of his address...

Mr. Semlin continuing said the action of the government in delaying the action of the house would greatly inconvenience the members, but, for the sake of the province, he was concerned, he was sure that although they were anxious to get back to private business, their patriotism was such that they would not neglect their duty...

Free Trial To Any Honest Man. The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

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

In all the world to-day—in all the history of the world—no doctor or institution has treated and cured so many cases of weakness as the MEDICAL CO. of Buffalo, N. Y.

Science Triumphant Over the Law of Life.

So much deception has been practiced in advertising that you can hardly see for the first time makes this startling offer:— They will send their costly and magnificently effective medicine and a whole course of restorative medicine, positively on trial, without any charge, to any honest man who writes to us.

They cure nervousness, despondency and all the effects of evil habits, excess, overwork, etc. They give full strength, development and tone to the system, and make the body healthy. Failure is impossible and age is no barrier.

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the work could be disposed of as rapidly as its importance would admit.

Mr. Williams in rising to address the house said that he thought the government should be congratulated upon its wise selection of an attorney-general.

Hon. Mr. Martin defended the action of the government in the land dispute referred to by Mr. Williams, and said the committee of the house had been created for the purpose of investigating the matter.

Attorney-General Eberts presented the report of the commissioners appointed to revise the statutes. He stated that the committee had considered the proposed amendments to the Omineca railway company's act.

Mr. Helmecken's bill relating to the employment of Chinese and Japanese was read a first time. Mr. Semlin's resolution calling for correspondence regarding the alien labor bill of last session was agreed to.

Victoria, February 16th. The speaker took the chair at 2 o'clock. Prayers by Canon Beaudry. Before proceeding to the orders of the day the speaker announced that he would like to express an opinion on the members of the house upon the question as to whether general permission should be granted to members of the house to be accommodated with tables upon the floor of the house.

of the alternate blocks specified in the company's act, save ten lands to compensate the company for the acreage of pre-empted land within the blocks taken up by the railway company.

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it by building a bridge across the Fraser river. He reminded the members of the house that at present there was not one traffic bridge over the river from either side of the river there was a rich prairie country. He considered that the government had taken a retrograde step in this respect.

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opened. Mr. Smith dwelt upon the progress made by the district of Lillooet and urged that the government make liberal provision for roads and bridges throughout the district.

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LOCAL NEWS.

Cleanings of City and Provincial News in a Corroborated Form.

From Monday's Daily.

James G. Bennett, the San Francisco arrested here some months ago at the instance of the Californian authorities on a charge of attempting to murder his wife and of breaking from the hospital while under arrest, has been sentenced to two years' imprisonment.

Thomas Brown, better known as "Sailor Brown," was arrested at Sidney yesterday afternoon by Provincial Constable Ego on the charge of stealing a 25-foot sloop, the "Sam," from Vancouver. He will be taken to Vancouver for trial.

The suit of R. Croft, Victoria, against the Northwestern Steamship Company, for \$8,500 damages for a gang plank giving way while he was attempting to board one of that company's steamers at Seattle in October last, comes before the superior court at Seattle again to-morrow.

The charge against I. D. Campbell, who was arrested a few days ago at the instance of a firm of clothiers at Kaslo, British Columbia, on the charge of false pretences on a worthless cheque for \$20, was dismissed by Mr. Thomas Shottolt, J.P., this morning, the prosecutors having been granted leave to withdraw the charge.

From Tuesday's Daily.

One of the bakers of the Islander while at Skagway fell down stairs and broke his arm. The bone was set by a Skagway doctor.

The Islander had a very full crew on her way northward. After leaving port twenty stowaways were found. All worked their passage, and were released on arrival at Skagway.

Mr. John Hyland, the Telegraph Creek trader, leaves for the north on the Islander. He will spend a week at Telegraph Creek, and then push through to Dawson to look after his interests there, being the owner of a promising claim on Hunker Creek.

The shareholders of the Consolidated Alkali Company, at a meeting held yesterday, four-fifths of the stock being present, decided to confirm the B. C. & N. W. Railway Company's proposal to purchase the details of which have already been reported.

The merchants' Bank of Halifax, which has already opened branches in Vancouver and Nanaimo, have decided to extend the field of their operations to Victoria, and have purchased the premises now occupied by A. W. Taylor, on Government street. Mr. J. C. Keith is supervising the fitting up of the bank premises.

The funeral of the late James Yale Simpson took place yesterday morning from St. Joseph's Hospital and later from the Roman Catholic Cathedral, where services were conducted by Rev. Father Nicolay. The following gentlemen acted as pall bearers: Dr. S. T. Desay, C. Morris, and F. Payne.

It seems that the destruction of the court house in January 31st was caused by some one attempting to use a coal oil lamp which was not only almost empty, but dirty, the natural result being an explosion. The person who was using the lamp had barely time to escape from the building, and lost his personal baggage—a loss for which his friends in this city are sending him the amount of sympathy, judging by the comments in the papers published there.

The people of Vancouver are making a very energetic attempt to divert the outlying trade from Seattle to the Terminal City. A. B. Diplock, a well known business man of Vancouver, has been deputed by the Board of Trade to ascertain whether the people of the mainland should be given the right to elect a representative in the Senate in accordance with its increase in population. He thought that the representative should be a person who is well known to the people of the mainland, and who is well known to the people of the mainland.

A woman resident in the Palace Hotel, who was visiting in Seattle, was found dead on Saturday evening. She was with another woman, a fellow lodger, until about midnight, drinking very heavily. The woman who was with her was found by a messenger to a drug store for two ounces of ammonia, and to a neighboring saloon for a bottle of whisky. She mixed the ammonia and whisky, and drank the result, the services of a physician were immediately required. Dr. Hart was at once summoned, and by administering strong antidotes, he saved the life of the woman. She has now almost recovered.

Advices received by the Islander are to the effect that the White Pass trail is in good condition for travellers, and that a large number of those who went up on the Islander started over the trail the morning following their arrival at Skagway, intending to make the trip by dog sled. It is thought that the new of the excellent condition of the White Pass trail will have the effect of diverting a large amount of travel to that direction, and a goodly number of passengers on the present trip of the Islander are intending to make their way into the country by that route.

At the usual meeting of the Trades and Labor Council last evening a communication was received from Rossland containing the information that a council had been formed there. The organizing committee are endeavoring to form a horsehoes' union in Victoria. The secretary was instructed to write Hon. Clifford Sifton urging upon him the desirability of an anti-Mongolian clause in the Stikine-Teslin railway contract. Several delegates being absent, the election of officers, which should have been held last night, was postponed to the next meeting.

It is impossible to obtain from any of those who came down on the Islander any verification of the rumors that several men have been frozen to death on the Skagway trail. The rumors had their origin in reports received some time ago of the hardships undergone by two men at Lake Bennett. No doubt there have been cases of frozen noses, ears and feet, but it seems most unlikely that any cases of loss of life should have occurred at any point near Skagway. The people on the Islander have not heard of any of them. As Purser Bishop says, "The whole country is a mass of rumors."

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MORE STEAMERS

The Pacific Coast S. S. Co Add Several New Vessels to their Alaskan Fleet.

The Islander Brings News of Victoria Steamers-The Joan Chartered.

The Steamer Hueneke Collides With the Riojan Maru Damaging Her Severely.

Steamer City of Topeka when she returned from Alaskan ports goes to Portland to go on the Portland and Alaskan route.

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for raising wrecks and parts of them from the ocean's bed, have been allowed to remain in place, with the idea of using them, possibly, in Alaskan waters in case of disaster overtaking any other vessel.

Steamer Islander reports that the steamer Queen was ashore at Wrangell Narrows, with a considerable list, for about 24 hours, but without sustaining serious damage. The Queen was to have sailed for Skagway on Friday, but as she had 300 tons of coal to discharge at Juneau and a large quantity of freight for Wrangell, she will not be here until tomorrow, if she calls here at all. She will not call unless she has a sufficient number of passengers for this city to warrant her doing so.

The flags of the lumber carriers at Chemainus and Tacoma were at half-mast on Sunday as an expression of sympathy for Captain Molestead, of the American ship Newby, now loading lumber at Chemainus. On Sunday afternoon the remains of the late Captain Molestead were interred at Tacoma, after being brought from China on the steamer Bremen. Mrs. Molestead was a daughter of the late Captain Carver, of Tacoma.

Another large steamer will shortly come from the Orient to join the fleet of colliers carrying coal from Naamaio to San Francisco. The new collier is the steamer Titian, now discharging a general cargo from Antwerp at Kobe, Japan. She has been purchased by John Rosecrance & Sons, of San Francisco, for the coal trade.

Steamer City of Nanaimo did not sail for Nanaimo until this morning, having again changed her schedule, reverting to the old time, by which she will sail from Victoria on Tuesdays, arriving on Saturday, instead of sailing on Monday and arriving on Friday, as has been the rule during the past two months.

Messrs. Dalby & Claxton, Victoria agents for the steamer Farallon, are in receipt of instructions from Seattle to stop the sale of tickets for the stop sailing of the boat, as she is crowded to her fullest capacity with passengers and freight.

Schooner Orient reported at San Francisco yesterday having spoken the sealing schooners Alle E. Alger and Geneva of Victoria, on February 9th; the Geneva with 300 sealskins, and the Alger with 175.

The American lumber schooner Nomad, which sailed from Port Kelsey for Shanghai on her maiden voyage on September 18, with lumber, is now many days overdue. She sailed from the Chinese port on her return voyage 68 days ago.

Steamer Alki, of the Pacific Coast Steamship Co., although the repairs to her are now complete, was unable to leave the Esquimalt slip this morning on account of the heavy weather. She will continue on to tomorrow, proceeding once to the Sound to re-enter her service.

The fremen and deck hands on the C.P.N. boats have been granted an advance of \$5 a month in their wages and all are back at work.

FLOWING ON FOR EVER.

There is said to have been a man once who for the first time in his life set out to see the world. He came at length to the mouth of a wide river, and there he found a boat on the shore and boarded it. He was told to get on his hands and knees and crawl up the river to flow by, that he might be able to see the world.

"I will wait until I see nothing to do before I put on my things and go out for an airing," said a lady one day, "I shall never go to all the hospitals and sanatoriums and I will wait until I see nothing to do before I put on my things and go out for an airing."

"That's just it. Women's work is never done. It is a river that never flows by. And most women, faithful souls, will not leave it. Hence we get letters, like the one in the early part of 1889, says one, 'I felt tired, languid, and weary, as if all life and energy had ceased out of me. I was very pale and my hands and feet were cold. My appetite was poor and I was suffering from indigestion and heart. Then I became weak and reduced. I was like a walking ghost. I was four years in this way. Two doctors prescribed for me, but I got no better. My blood was thin and poor. Finally I bought a bottle of Mother Seigel's Syrup and it cured me. That is nine years ago now, and I have been in good health ever since.' (Signed) Mrs. Emma Rickard, Langheth, St. Stephen's, Cornwall, March 31, 1888."

"In July, 1885," says another, "I was taken ill. At first I merely felt tired, languid and weary. My mouth tasted badly, I had no appetite, and after eating I had pain in the chest and palpitation of the heart, also pain at the stomach and between the shoulders. Often I would have giddy spells, as if I should fall to the ground. Then came a frightful pain at the heart, and a choking sensation as if something were tearing at my throat. My breath came short and quick, and I was so nervous I was afraid to be left alone. I took all sorts of medicines, but nothing did me any good. Three years I suffered thus, and then one day a neighbor gave me a bottle of Mother Seigel's Syrup. I took a few drops and I felt better, and when the Syrup was gone my complaint was gone too. (Signed) Mrs. Amelia Layland, 73 Spencer's Road, Hestley, Sheffield, Feb. 10th, 1883."

"For the last ten years," says another, "I suffered from severe indigestion and a torpid liver. My appetite was poor, and after eating my chest felt raw and sore. I was never easy until I had thrown up my food. Some days I was quite prostrate. I had great pain and lifting at the heart, and lost a great deal of sleep at night. I saw a doctor from time to time, but he was not able to relieve me. In May, 1887, I first read of Mother Seigel's Curative Syrup. After I had taken it for a few days my food began to relish and digest, and I didn't vomit any more. I was cured and since then I have kept in good health by taking an occasional dose whenever I felt the need of it. (Signed) Mrs. Martha Benyon, Brockton, near Shrewsbury, Feb. 23rd, 1888."

We could go on quoting letters of this kind all day. They all tell the same story—illness and suffering with happier times following the use of the remedy mentioned by these three ladies. Incessant work and abundant worry produce indigestion and dyspepsia, and yet work gives every man, and out of his line, credit for all good performances. Mr. Ogilvie's face shows him to be a man of thoughtful and most intimate intellectual power. There is no egotism in his profession who outranks him in scientific ability, and he is the most enthusiastic servant of the public. He has no ambition for fame or wealth. He is totally regardless of his own personal interests when they conflict with his duty to the world. He is a man of all so whatsoever he is bidden, do everything in his power to accomplish the pur-

ANNUAL MEETING

Those Interested Meet and Receive Report of the President of the Benevolent Society.

Statement of Revenue and Expenditure Last Year—The Election of Officers.

The annual meeting of those interested in the British Columbia Benevolent Society was held last evening in Pioneer Hall, when the following report from the president was read:

"Ladies and Gentlemen—We have now reached our twenty-sixth anniversary, and I am happy to inform you that the society, although it had to commence the year 1897 with the very small amount of \$72.17, has been able to keep its existence and in no case of distress or need that has been worthy of help and that has been brought to the notice of the society, has been neglected. The treasurer's report shows that only a small portion of the funds during the past year has been derived from subscriptions and donations, the amount being \$268, the principal revenue coming from the very excellent concert, 'Farmer's Grand Mass,' got up by Mr. E. Victor Austen, and the number of ladies and gentlemen after a great deal of industrious and careful rehearsal and management, this produced \$100.30; then an outdoor concert, given at the Diamond Jubilee service and the request from our good friend, the late lamented Mr. L. B. Erb, which less the prostrate charges by the government was \$285.

"One hundred and thirty relief orders of various kinds have been given, amounting to an expenditure of \$388.72, and after deducting the necessary expenses, leaves a balance of \$403.75 to commence the present year. The smallness of the relief expenditure is caused by the fact that orders given for food, etc., have been for smaller amounts generally. In some cases, however, the prudence of funds does so, thereby sufficiency of funds would be in hand to meet the possible expense for fuel if the winter was a very severe one. The season, moreover, has so far been more than usually mild, and consequently the saving for this necessity has been large.

"The Women's Friendly Help Association has been of great assistance to us in not only aiding us in the dispensation of charitable relief, but also in an intelligent and just manner, but also in helping us to guard against the danger of imposition and false representation. The Salvation Army Shelter is an institution which deserves our warmest commendation and thanks. The excellent arrangement of their food and shelter department has enabled us to secure time to obtain at a rate—than which nothing could be cheaper—solid help for men in temporary misfortune and need, and in some cases, the men have shown a willingness and capacity to work they have been helped by the officers of the institution to get employment.

"In conclusion, I have to thank all those who have in any way assisted the society to carry out the charitable aims for which it was organized. I have to thank the Board of Directors, and the officers of the institution to get employment.

The balance sheet for the year 1897 was also presented as follows, certified correct by the auditor, Mr. A. Grahame:

Table with columns: Balance from 1896, Receipts, Expenditure, Grand total. Includes items like 'Balance from 1896', 'Receipts', 'Expenditure', and 'Grand total'.

Officers were elected as follows: President, Alex. Wilson; vice-president, F. Carver; secretary-treasurer, W. H. Mason.

THE HERO OF THE NORTH.

The hero of the Klondike, William Ogilvie, the great geodetic coast survey engineer of Canada, knows more about the Klondike and its gold fields than most of the men who have already made fortunes out of the Yukon discoveries. He has been in the Klondike since he told many a poor man just where to go and what to do to make himself rich. He has been in the Klondike and out of the Klondike country, but he is familiar with all the country over an immense tract lying between the Yukon and the Pacific Ocean. He has made many surveys of the boundary, but he has always been clever enough to get the best of the matter. He has never been in the Klondike on the British side of the boundary, but he has seen Alaska from British possessions.

"Like a scientific man, Mr. Ogilvie is very modest about his ability, and seemingly disposed to quite under-rate his own performances and their importance. He has a dislike of seeing himself in print as perhaps the most prominent. He loves to talk of his experiences in the Arctic, in Alaska, of the grandeur of the marvelous country where lie the gold fields, and his work during his perilous surveys, but his loquacity is determined by the assurance he has that his listeners will never repeat in the ear of the public. In a word the great engineer detests being made much of, and is most impatient of flattery or any other form of public notice. He is a man of great intellect and no egotism. He is a man of great intellect and no egotism. He is a man of great intellect and no egotism.

"We could go on quoting letters of this kind all day. They all tell the same story—illness and suffering with happier times following the use of the remedy mentioned by these three ladies. Incessant work and abundant worry produce indigestion and dyspepsia, and yet work gives every man, and out of his line, credit for all good performances. Mr. Ogilvie's face shows him to be a man of thoughtful and most intimate intellectual power. There is no egotism in his profession who outranks him in scientific ability, and he is the most enthusiastic servant of the public. He has no ambition for fame or wealth. He is totally regardless of his own personal interests when they conflict with his duty to the world. He is a man of all so whatsoever he is bidden, do everything in his power to accomplish the pur-

pose of his mission, and never use the time that belongs to the people for his own aggrandizement. He believes in all his talents, energy, health, learning and ingenuity belong to the public, so long as he is in its employ, and that the position which he holds is a trust of public service being less high, Mr. Ogilvie might have been a very rich man today, that he is not is the best certificate that he has his worthiness to his conceptions of his duty.

Mr. Ogilvie's face in repose does not convey any sense of the iron game of humor in his composition. He is a raconteur, and his fund of stories drawn from personal experience and incidents of his long and varied life is inexhaustible. He is inimitable as a story teller, and when his face is lighted up with the recollection of a good joke, or an amusing incident, it is contagious as a mischievous provoker. When coming out of the Yukon last fall, those who were with him on his journey, saw a portrait of General Grant, and this was quite true. He differs from the celebrities of the United States in this, however, that he has never been always pictured with a cigar in his mouth. Mr. Ogilvie never smokes. Mr. Ogilvie is a man of great intellect and no egotism. He is a man of great intellect and no egotism.

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Pat Magee. 'Down' wid Pat Magee. 'Mind where yer setting yere shote,' says he. 'Ist yer put yer foot on a frog. Frog, the devil,' he says, says he. 'Ay I carried yer over to yonder wall the sorry

TO ALASKA PORTS

Prospectors in Their Hundreds Thronging Northward—The Islander Crowded.

An Extra Steamer To Be Placed in Service to Carry the Overflow—Those Going Up.

So great has been the demand for space for freight and passenger accommodation for the next trip of the steamer Islander that the C.P.R. Co. have decided to place another steamer on the northern route to follow that vessel immediately after she sails, carrying her overflow. It will be all the probability the steamer Princess Louise, now running on the New Westminster route. The rush for tickets for passage has been so great that long since every available berth and bunk has been reserved, and now tickets are being sold for coals and improved bunking. The Islander will have in all about four hundred passengers. The list is as follows: Washington, Switzer, Millicamp and party of three, W. M. Stansbury, Johnson, Fair, Virtue, Watt, Swanson, Burgess, Gillett, Burnett, McMan, Brook, R. A. Cowell, H. B. Carter, G. W. Squibb, A. Travis, H. Corford, Geo. Gowland, C. C. Cody, H. R. Hoffman, Covey, C. F. Smith, G. W. Treat, A. Diefuff, R. B. MacCollum, C. S. Maran, O. Marsh, N. A. Brudick, Blush, Hyman, Gregory and party of three, J. E. Anderson, Leopold, Fishback, Gibson, Watt, Beardsley, E. McDonald and wife, J. Rose, A. Rose, J. Caldecott, A. Gammon, W. H. Watson, J. No. Day, Richardson, Sabine, George, G. A. Williams, J. H. McNeill, Mrs. Day, M. D. W. Betch and wife, Henry Sanderson, Vancouver party of twenty, E. H. Turner, E. Boston, J. Lyons, R. M. Morrissey, J. H. Shields, McGregor, Heathwell, C. W. Wilmot, A. Sellinger, A. Mahle, L. McLean, P. Woodin, J. W. G. Connah, J. Steinberger, J. Hyland, J. A. Fanbon, H. Hyland, W. J. Hammond, G. S. Campbell, F. J. Campbell, McDonald, J. Hartman, T. Gayer, G. M. Stewart, S. G. Gunn, R. Buckle, J. Mullen, A. J. Kirk, W. Kurta, D. Eager, D. McLean, physicians in Canada. I was recommended by Mr. C. Thompson, druggist, Tilsonburg, to try Dr. Chase's Catarrh Cure, and can state positively it cured my catarrh and Catarrhal Sore Throat.

Your respectfully,
ANNA A. HOWEY,
J. D. Phillips, J.P. Eden, Ont. City, Wis.

C.P.R. IMPROVEMENTS

The Canadian Pacific railway contemplates making many improvements in the western section of the system during the present year, says the Montreal Star. Mr. William Whyte, manager of the western section, has been in the city for some time consulting with the heads of the railway and has left for the West. He will remain at his headquarters in Victoria, besides a large number of men, and will be in charge of the improvements. "Our company intend to spend a large amount of money this year, bettering the condition of our roadbed and the various stations, and to build a new railway system. Over the Kaminitia river we now have a wooden trestle bridge; this we intend to replace by a solid structure in the form of arches through which the water will flow. We will also complete the line between Fort Williams and the one hundred miles of track and when finished we will be able to handle any amount of freight with the greatest ease. It is necessary to have these heavy rails in order that they may stand the strain of the enormous driving power which will be used. We are now having 13 of these engines built at the Baldwin and Consolidation Works, Chicago, and the big engine for the mountain section. These will haul one-third more cars than our present ones, and in consequence our trains will require and run faster, greatly facilitating the speed of our service. On the Pacific division we will also make many improvements on the roadbed. "Some new station buildings are to be erected. At Moose Jaw we will put up a splendid depot, able to accommodate our business. There will be a dining room, with offices for the superintendent and despatcher. All our mountain divisions will be equipped with the best freight and station buildings will also be erected at Altona, Winkler and Sintaine."

Having been asked what the C.P.R. proposed to do in reference to a fast service to Yukon, Mr. Whyte said: "I think that the class of travel going to Yukon does not require a fast service for the present; it is more second class business. The fast service will not be brought into use before the end of the continent will appreciate such an innovation. The new time card recently announced reduces west-bound time between Montreal and the Pacific coast by four hours and east-bound time by five hours. This change was made owing to the fact that the Grand Trunk railway desiring to direct business via the States and refusing to allow us privileges accorded in the past. We are sure Canadians do not care to see their business going through a foreign channel. It is not to their interest that it should. After spending some days in Winnipeg, Mr. Whyte goes to the coast, where the enterprise of the C.P.R. is well to the fore, and where excellent arrangements are about completed for the service to Yukon. Four boats are now being built in Toronto for the Sitka river route, and will be brought across the continent, and put together on the coast."

HIDDEN TREASURE

Tradition of Buried Wealth on St. Mary's Island, Balsam Lake.

The following is from the pen of that veteran journalist, Mr. Phillips, Thompson: "Some twenty years ago, in the course of a fishing expedition to Balsam Lake, north of Lindsay, I heard a rather noteworthy local legend which may, perhaps, be worthy of a place in your collection of folk lore. A small party of us camped for a day or two upon a large island in the lake known as St. Mary's Island, Laidlaw's Island or the Haunted Island. We noticed near the camping ground a number of excavations, and our guide, a French Canadian named Philippe Drolet, informed us that the holes had been made by persons digging for hidden treasure. It was the popularly received tradition to the following effect. It seems that at some indefinite period in the past, a band of outlaws or freebooters of the profession, who infested the locality, had become possessed of a considerable store of ill-gotten gains, by the practice of their profession, and, according to the orthodox custom in such cases, concealed it in the ground. In order effectually to guard its removal by anyone who might become possessed of the secret they purchased a plan frequently adopted in such cases by the historic buccannery of the Spanish Main of immolating a human victim and burying his corpse with the treasure, that his ghost might keep watch over it and scare away prospectors. "After the country got settled the story of the buried treasure, became widely circulated and numbers of people had sufficient faith in it to search for the spot. The aid of clairvoyants and fortune tellers was frequently invoked for

Awarded Highest Honors—World's Fair. Gold Medal, Midwinter Fair.

DR. Chamberlain's Cough Remedy

Dr. Chamberlain's Cough Remedy is the best cough syrup we have ever used ourselves or in our families. W. H. King, Isaac P. King and many others in this city have also pronounced it the best. All we want is for people to try it and they will be convinced. Upon honor, there it no better that we have given it to our children, and it has cured and cured me of the disease." At Ottawa, D. M. Northrop, a prominent member of the medical profession, writes: "I have used Chamberlain's Cough Remedy and tell of its benefits in the case of catarrh and cold in the head. It relieves in ten minutes."

OF INTEREST TO MEN. The attention of the reader is called to an attractive little book lately published by W. H. King, 222 Woodward Ave., Detroit, Mich. It gives an immediate relief to every man and its plain and honest advice will certainly be of the greatest value to every man who is afflicted with febrile heat and vigor. A request for a free trial copy will be promptly answered. Addressed as above and the Victoria, B.C. Times mentioned.

THE TOPEKA SAILS

She Carries Another Contingent of Two Hundred Prospectors to Alaskan Ports.

A Large Crowd of Alaskan Bound Passengers on the City of Puebla.

Steamer City of Topeka sailed from the outer wharf yesterday afternoon carrying 200 more prospectors to the north country, besides many dogs and all the freight that could be stowed. There was much cheering among her passengers sailing from the other side of the line when the steamer sailed, having intended to secure mining licenses here. The customs house being closed they had to sail without licenses. Among the passengers from the north were Rev. Father Athol and three sisters from the convent of St. Anne. Steamship City of Puebla, which arrived on Saturday evening, brought a large number of passengers northward, a large proportion of them being en route to Klondike. She had in all 349 passengers, 118 of whom were bound for the Klondike. There were 10 passengers booked to Victoria, but they were reinforced by many of the Klondikers who departed here, besides a large number of tons of freight for Victoria. The steamer sailed for San Francisco last night. She had few passengers, travel at present being almost wholly in this direction. The coasting steamers during the last few days have been carrying unusually large cargoes and crowds of passengers. The Charmer from Vancouver yesterday brought a large number of passengers, about 250 dogs to go north on the Islander. The Charmer was very late in arriving, having been delayed at Vancouver loading freight. The City of Kingston on her trip from the Sound this morning brought 110 passengers and an extra large cargo of general merchandise.

Catarrh of Ten Years' Standing Cured by Dr. Chase.

I suffered from catarrh for ten years and was treated by some of the best physicians in Canada. I was recommended by Mr. C. Thompson, druggist, Tilsonburg, to try Dr. Chase's Catarrh Cure, and can state positively it cured my catarrh and Catarrhal Sore Throat.

THE COLUMBIA ARRIVES

The Northern Pacific Liner Has a Very Stormy Passage From Yokohama.

The R. M. S. Empress of India Damaged by Storms on Her East Trip.

After battling with heavy gales, the Northern Pacific liner Columbia arrived on Saturday evening. She left Yokohama on January 23rd, and on the first day out encountered terrible gales, which continued until about six days ago. The Columbia had only two first-class passengers, Mrs. Armstrong and her son, Mr. Green. There were 60 Chinese and 23 Japanese passengers.

TO OUR CUSTOMERS

Chamberlain's Cough Remedy is the best cough syrup we have ever used ourselves or in our families. W. H. King, Isaac P. King and many others in this city have also pronounced it the best. All we want is for people to try it and they will be convinced. Upon honor, there it no better that we have given it to our children, and it has cured and cured me of the disease." At Ottawa, D. M. Northrop, a prominent member of the medical profession, writes: "I have used Chamberlain's Cough Remedy and tell of its benefits in the case of catarrh and cold in the head. It relieves in ten minutes."

FOUND DEAD IN BED

P. Mackenzie, who arrived from Seattle on Saturday on his way north, was found dead this afternoon in his room at the Australian Hotel. The gas was turned on, and it was found that he had been asphyxiated. It is believed that it was accidental, he having probably turned on the gas, and without knowing it turned the key back again. Very little is known about Mackenzie. He arrived on Saturday morning, engaged a room, paying for it to someone. This morning he went to bed about 1 o'clock. Late this afternoon the clerk walking through the hall, noticed a strong smell of gas. He knocked at the door of Mackenzie's room and getting no answer opened it with his pass key. He found Mackenzie dead, the unfortunate man having evidently passed away in his sleep. Coroner Crompton was summoned and will hold an inquest.

WELL SATISFIED

Party of Miners From San Jose Who Saved Money By Coming to Victoria.

The fact that Victoria is the best and cheapest place at which to outfit is becoming generally known all throughout the United States, particularly in California.

Among the parties going north tomorrow is one from San Jose, the members being Captain E. M. Pierpont, H. Brown, W. Wright, J. M. Cowan and W. W. Ruble. They are at the Dominion, and have been looked after during their stay by Captain Thomas Wastie. They express much satisfaction at the treatment they have received from the Victoria merchants, and having obtained prices in Seattle find that they have saved considerably by coming here. A large number of men are coming north from San Jose, and if they follow the advice of Capt. Pierpont and party, they will outfit here.

FOUNDERED IN LYNN CANAL

The Clara Nevada's Boilers Explode and She Goes Down With All on Board.

About Forty Persons Supposed to Have Met Their Death in Sight of Land.

George Beck and Wife of Seward City Witnesses of the Catastrophe.

The steamer Islander arrived from the north this morning, bringing news of the greatest marine disaster that has yet occurred in Alaskan waters; a disaster by which at least forty men, passengers and crew, of the Seattle steamer Clara Nevada, have found graves at the bottom of Lynn Canal. The ill-fated steamer left Skagway on February 5th with twenty-five passengers and a crew of about fifteen. She was to arrive at Juneau, 90 miles from her starting point, the following day, but although she had several passengers to land at Juneau, the Clara Nevada did not appear. The sad news was conveyed to Juneau on Thursday last, that the old government cutter had foundered with all on board at Seward City, about half way between Skagway and Juneau, within the sight of land. His crew say that the beach around Seward City is littered with wreckage, which they took to be the remains of the Clara Nevada. It is charged, as if the steamer had burnt before foundering.

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A PRINCELY OFFER

Made to the Provincial Mineralogist, Mr. W. A. Carlyle, for His Services.

Interviewed at Vancouver—Favors Amendments to the Mineral Act.

It was reported yesterday in the city that Mr. W. A. Carlyle, provincial mineralogist, had accepted the position of mining engineer and mine manager to the British America Corporation, of which Hon. C. H. Mackintosh is the resident director, says the Newswriter. It was further stated that Mr. Carlyle had an offer of \$25,000 a year from Mackenzie & Mann, the Sitka River railway contractors, to go to the Yukon in the province. This princely salary, the pay of a British minister, is still further reported, Mr. Carlyle had refused, because, although he had not at that time signed any papers with the British America Corporation, he considered himself bound to give his services to the great English company. At the Hotel Vancouver the matter was the theme of conversation late many, were the compliments paid to Mr. Carlyle. The provincial mineralogist himself was reticent on the matter, when approached at the Hotel Vancouver by a reporter last night. He did not deny, neither would he confirm the statement made regarding the reported offer of Messrs. Mackenzie and Mann. From what he said, however, it appeared quite true. As to the British America Corporation, Mr. Carlyle remarked that he had till Monday to finally make up his mind as to whether he would accept the responsible position he has been urged to take.

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\$1.50 PER ANNUM

VOL. 16.

WAS IT

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Startling Report From E. There Are Evident Pools.

Divers Said To Have Discerned in the Vessel's Hull

Messages of Condolence Pouring in Upon the

Havana, Feb. 17.—The

governed by the great

overtook the Battleship

lawful loss of life. Life

has not been since the

Speculation is rife as to

the explosion, and while

rumors to the effect that

a full plot had been dis-

generally believed that the

caused by an accident.

Survivors at Key

West, Fla., Feb. 17.