

THE TRUCK SYSTEM.

Chase ten in Mr. Kellie's Truck Act seems to have given a good deal of trouble in the house the day before yesterday. Undoubtedly the barbarous legal jargon in which, unfortunately, it is still deemed proper to draw up bills plain people are expected to read and understand ("ignorance of the law excuseth no man" is of cast-iron application), renders confusion almost inevitable; and this will be the case till those medievalisms are cut out of our public business. Mr. Kellie's bill aims at the suppression of one of the most abominable abuses that disgrace the social life of the present day—to put an end to the heartless "sweating" of helpless workmen by unscrupulous contractors and others, and give our laboring classes a chance to obtain proper compensation for their work. To many persons who never bother their heads with such matters, and there are ever many, it will be astonishing news to learn that the British workman, in too many instances, is a Louisiana plantation slave before the war; compelled to take "truck" for wages, and fed on garbage called "provisions" supplied by the contractor, and charged for at Dawson City prices. In British Columbia there is crying need for such legislation as that offered by Mr. Kellie's bill, which is modeled on the British act of 1831. We are decidedly behind the mother land in providing legislation for the protection of our toilers—the vicious and wholly indefensible system known as the truck system was prohibited in Great Britain in Charles the Second's time, and more fully in 1831, by statute 1 and 2, William IV., c. 37, which requires that the wages of workmen be paid in coin or current money, and not in goods. In spite of that act, though, the system flourishes to a considerable extent. It is an outrageous and most impudent thing for any contractor or employer to dictate or attempt to dictate to his workmen where they shall eat and sleep, what they shall eat and what they shall pay for food and lodging. Where such action on the part of any contractor or employer can be proved, the criminal should be punished with the utmost severity of the law as an example to other rascals. The workmen should be the special charges of a paternal government, and their rights and interests should be most jealously guarded against the greedy contractor who attempts to fleece them.

The evil which Mr. Kellie's bill seeks to uproot constitutes one of the most serious attacks on the liberties of the most useful, but, unfortunately, most helpless (at present) portion of the community. Workmen have themselves recently to blame for the growth of this monstrous system; they steadily refuse to recognize their own power to right their own wrongs by the simple process of organization, union. When they do, truck acts will be unnecessary; for the abolition known as the truck system will not exist. But until labor in British Columbia is organized, united and strong; formed into a fraternity able to guard its own interests, it must expect to see the truck system continue to flourish. Mr. Kellie's bill, it is understood, will have a stormy passage through the house; its numerous enemies will attempt to back the life out of it and reduce it to a poor emasculated thing, utterly ineffectual for the purposes originally intended. The friends of the working man in the house should see to it that such attempts are met properly, and that the changes that may be made are made for good and sufficient cause.

SONGHEES RESERVE CRISIS.

Vitality important to the welfare of Victoria is the prompt removal of the Songhees Indian reserve from the heart of the city to some point outside Victoria. The question has now reached a crisis; it remains with the citizens themselves to say whether that unsightly blot upon the fairest city in Canada shall remain, or whether it shall be removed at once and forever to a place more suited to its presence. We have published (Saturday, April 9th) in full the correspondence which passed between Mr. J. A. McKenna, representing the Department of the Interior of the Dominion government, and Premier Turner. We sincerely trust that every good citizen read that correspondence and gave it his best thought. For it contained, among other things, the severest arraignment of the Turner ministry that ever saw the light of day in public print. Every person who read that correspondence must have felt himself puzzled by the same enigma that puzzled us—what on earth ever prompted the Turner government to renege the Dominion government's offer? Can anyone solve the riddle? Most assuredly the solution does not appear in the letters of the premier or the Hon. Mr. Eberts, attorney-general and acting premier. Yet the people have a right to know, and if the enthusiasm, energy and public spirit animating the party of Victoria citizens now exerting themselves to bring this matter to a focus spread among the citizens, they can force the Turner government to explain why? Citizens of Victoria, it will be a shameful, humiliating thing to allow this affair to pass unnoted without protest. The reward of the struggle that we hope will now be engaged in is splendid—the immediate acceptance of the Dominion government's generous offer and the early removal of the reserve. Public opinion, strongly and unanimously expressed, can force this piece of tardy justice from the provincial government's unwilling hands; it is well worth the effort. What the public-spirited citizens propose is that the mayor call a public meeting for, say, Friday evening in the City Hall; that every effort be made to get a representative gathering of all classes of the citizens; that strong, plainly worded resolutions be drawn up, and that no time be lost in bringing the same before the government. We cordially endorse these proposals; we sincerely hope that the citizens will turn out en masse, and that the programme as outlined will be carried through. Let there be no unseemly bickering or hair-splitting, but unanimity on these points:

1. What was the reason for the refusal by the provincial government of the Dominion government's advantageous offer?

2. Is there any good reason why the offer should not even now be accepted?

3. That the government be most earnestly urged to take definite action looking to the removal of the reserve, or give good and sufficient reasons for refusal to do so.

It may be some of the foregoing points are out of order; but by every sign that can be read the public feeling on this vitally important matter is not out of order. To put the matter in the plainest language, the Turner government has made an awful blunder in this affair; maybe through anxiety to guard the public interest, but nevertheless a grievous, although we hope not irretrievable, blunder. More, they have, in a manner, gratuitously insulted the Dominion government; for rejection of such an offer as that government made inevitably leads to the conclusion that the provincial government suspected the Dominion government's bona fides.

WAR TO THE KNIFE.

What we said relating to the reception of the iniquitous redistribution bill the Turner government have spun on the people would get in the upper country was quite correct. A perfect hurricane of wrath and indignation has swept the inland constituencies, and our telegraphic dispatches say it was with difficulty some of the citizens were restrained from burning Premier Turner in effigy. Why were the citizens restrained? Why were those who restrained them not apprehended and detained in custody?

Outrageous public feeling must find vent somewhere, and surely it is little as Premier Turner can expect that he shall be changed and humed in effigy as representative of the ministry that issued a measure which betrays upper country interests most shamefully. The Duke of Wellington was belated in "Axe" House for a milder crime; and many a legislator has been actually assassinated for less. Indignation meetings, our correspondent says, are being arranged, and the people are pledging themselves to oppose the Turner government at the next election. In good sooth, Premier Turner and his fellow ministers have made a woful mess of their chances in the upper country by this stroke of business. That and the Revelstoke bank affair; the Kettle River Railway resolution; the premier's prevarication to the Revelstokers; Hon. Chinese "Rats" Martin's awful "breaks" in the house (and out of it); Hon. Mr. Bumpkins Pleb. Eberts's attorney-generalizing; Hon. C. E. Pooley's pugilistic belligerency and two-opportunisticness; Hon. Col. Baker's coal dealing and education maggot; all have contributed their quota to the political damnation of the Turner company of ministerial acrobats so far as the upper country is concerned. In Victoria they have committed political suicide in particularly wanton and "blatant" fashion by blotting the Songhees reserve removal business. Pity the advocate that pleads the cause of such a crew. British Columbia will never prosper so long as the Turner ministry or its like have control of its affairs.

OUR FRIEND, THE KUNNEL.

Can there be any truth in the faint rumor that has reached Victoria that the American government, recognizing the inevitableness of war with Spain and calling in all American citizens to the colors have summoned the American citizen editor of the Colonist to take command of a newly-raised regiment of sealables known as the Seattle Genadier Stunners? At all events if such be the case we can only admire the sterling common sense and businesslike appreciation of the American government in its choice of talented warriors to lead on to victory the battalions of the republic. The Kunnel is gifted by nature, and art to do this thing for the American people; but it is rumored the American war department want him particularly to take charge of the war correspondents in the field, the Kunnel's magnificent descriptive touch being better known to the war department of his adopted country than it is even in his foreword one. It is understood he is to have charge of the writing-up of the series of brilliant victories laid down in the American plans to be won over the garlic Spaniards by the gallant Yankees. The Kunnel's unique experience in "doing up" company notices will make him a rare hand at the yellowish details! Should Kunnel

ly expressed, can force this piece of tardy justice from the provincial government's unwilling hands; it is well worth the effort. What the public-spirited citizens propose is that the mayor call a public meeting for, say, Friday evening in the City Hall; that every effort be made to get a representative gathering of all classes of the citizens; that strong, plainly worded resolutions be drawn up, and that no time be lost in bringing the same before the government. We cordially endorse these proposals; we sincerely hope that the citizens will turn out en masse, and that the programme as outlined will be carried through. Let there be no unseemly bickering or hair-splitting, but unanimity on these points:

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MIXING IT UP.

This morning the editor of the Colonist takes the public of Victoria into his confidence and informs them that he "is one of a syndicate engaged in exploiting the Omineca country," from which the unquestionably precious Mr. Grider has just arrived; and "that he (the editor of the Colonist), with others, ("there are others"), instructed Captain Black to make some additional filings in Omineca." "Oh, ho; indeed, now, and if it is not an impertinent question, how many more companies, syndicates and what-nots is this dogmatic American-American-editor connected with? They are coming out by degrees—in penny numbers, so to speak—and we shall have a pretty list directly. The company quickly found out the value of their editor-director and forthwith "fired" him; what will the syndicate do when it finds that the proprietors of the Colonist will not allow any brazen-faced "tooting" of Omineca in its columns by the syndicate editor-director, and their harangue turns out barren? What strikes the average citizen here is the mountainous impudence of this man who lays down the law to British subjects as if he had a charter direct from Her Majesty, allegiance to whom he solemnly forswore, "so help him God"; impugns the motives of men of unblemished character, and prostitutes the columns of the Colonist to "hoops," "hoot," "boast" and puff private concerns in which he is peculiarly interested. This is the creature who venoously assails the character of Senator Templeman by insinuations utterly baseless and void of truth. He says he has something to say against the Senator that would not be to his credit to publish. If the editor of the Colonist retains the remotest recollection of what is gentlemanly, if he is for fair play and even-handed justice, let him at once prefer his charge. We do not believe for a single instant that his cowardly insinuation was anything more than a piece of that American "blat" that places for astuteness among the scum of American frontier towns; but if the editor of the Colonist does not reply to this challenge he must expect to have himself branded in this community as cowardly, untruthful and no gentleman.

J. W. Forrest, one of the passengers of the Central, left Dawson on March 14th. He estimates the output for this winter at about \$15,000,000. He says that nearly all the claims which have been found now have been prospected are turning out well, particularly Dominion Creek, which will probably rival the Dorado and Bonanza. The day before he left prospectors working there took out a pan which went as high as \$200. He is a claim owner on the tributaries of the El Dorado, and brings out some large nuggets as samples of what his party produce. He is accompanied by Judge McGuire and party at Five Fingers, on their way to Dawson.

When a woman gets sickly, nervous, fretful and doesn't get the average husband doesn't get the faintest conception of what is the matter. When she gets worse, she gets worse, and finally realizes that ill-health of some kind is upon her, she goes to the doctor. The chances are that the doctor says it's stomach, or liver, or heart trouble. Nine times in ten he isn't within a mile of the right. He treats for these troubles and changes his bills until the husband gets disgusted and throws him out. The trouble is usually weakness or disease of the digestive organs.

Many husbands, after paying big doctor-bills while their wives grew steadily worse, have at last written to a physician of national reputation and learned the truth. They have been justly indignant at the ignorant pretensions who have experimented upon their wives' health. By writing to Dr. F. Pierce, any ailing woman may receive special advice from a physician who has treated for thirty years chief consulting physician to the Invalide Hotel and Surgical Institute, at Buffalo, N. Y. Dr. Pierce's Favorite Prescription is a marvelous medicine for women. It cures all weakness and disease of the organs distinctly feminine. It heals all internal ulceration and inflammation and stops debilitating drains. Over 100,000 women have testified, over their own signatures, to its wonderful merits. For several years I suffered with prolapsus of the uterus," writes Miss A. Lee Schuster, of Box 1, Kansas. "I was now and then very unhappy on my home, causing retention of the uterus. Our family physician treated me for kidney trouble and everything else, but the result was I grew worse and worse. My body was emaciated, hands and feet clammy and cold, the head with great palpitation of the heart. I dreaded for night to come, for I would not be able to get up in the morning. I began to take Dr. Pierce's Favorite Prescription, and I began to improve. I feel like a new woman now. Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels."

KLONDIKE NUGGETS

Interest in the Northern Goldfields Increased by the Latest Exhibit.

"Plunger" Charlie Meadows Estimates the Winter's Output at \$30,000,000.

Gold nuggets are becoming quite common in Victoria, but even in the days of Cariboo's wonderful production of the yellow metal it is doubtful if large ones were seen here than those which have been exhibited to-day in the Grotto saloon, Trounce avenue, and which were obtained from Hunter and Bonanza creeks. They are the property of Charles Meadows, known as "Plunger" Charlie, a recently returned Klondiker, and four feet of them are shown in the exhibit, and a considerably more than \$1,000, the largest being worth \$215.

Mr. Meadows went to Dawson last year, taking with him twelve men and seven tons of supplies. The men were all under strict state contract, and succeeded in getting claims on the richest creeks in the district.

"I travelled up and down the creeks for several weeks," says Mr. Meadows, "just to get acquainted with the biggest mines and to investigate the properties of the Klondike. I found that the Klondiker estimates, and I don't want you to say that I have formed any calculations as to the probable output of the Klondike. Yet, any man was to make estimates had better be guided by the Klondiker and that some of them have been thousands of dollars in error. This is why I am not particularly anxious to make any prognostications. We will all know when the dumps have been washed out."

Mr. Meadows has a list of all the claim owners on Bonanza, El Dorado, Hunter, Bear, All Gold, Sulphur and Dominion creeks. On eighty of the big best dividend payers in the district, he is working down into the mines and running the dirt from the bedrock just as the mine workers did. Then he talked with the Klondiker, and he says that he is not a bit surprised to see the miners' estimates. "Well, any man was to make a valuable estimate, he had better be guided by the Klondiker. I should say that in my opinion that was a conservative estimate."

THE YUKON RAILWAY.

Provincial Government's Proposal to Aid It Endorsed on the Mainland. Vancouver, April 22.—Mayor Garden took the chair to-night at a very representative meeting for the purpose of considering the advisability of the local government aiding immediately the building of a railway from a British Columbia port to the Klondike region. The meeting was called by the board of trade, who, in the words of the chairman, had sent the bill to the government such a road. As the Dominion government were not going to take any action this year, it was thought that the provincial government should step in. The speakers of the evening were Prof. Odlum, Messrs. H. Alexander, J. Coffey, John Hendry, Thos. Dunn and J. O. McLagan, of Vancouver; and T. J. Trapp, of Westminster. Prof. Odlum made a large, comprehensive map and explaining the entire story, arousing the national enthusiasm of the audience by apt patriotic suggestions bearing on the question. J. C. McLagan made a short plea in favor of British Columbia aiding the railway. He read a telegram from Premier Laurier, in which he wished the federal government could do nothing towards promoting a Yukon railway this year, owing to the action of the senate. Mr. McLagan's remarks were loudly applauded. He introduced the following resolution: "Resolved, That whereas the failure of the scheme introduced in the Dominion parliament for the construction of a railway from Glenora to Teslin lake, etc., and whereas, the immediate construction of a railway through Canadian territory, to some point on the coast to Teslin lake, is of vital importance, etc., therefore, it is the opinion of this mass meeting of citizens of Vancouver that it is the duty of the British Columbia government, in order to preserve the trade of the province, etc., to secure the immediate construction of such railway from Teslin lake to Glenora, and the early construction of such roadway to some port in British Columbia, if the construction of said work can be secured on advantageous terms; and that the government take steps to secure the road on the following terms: That the subsidy shall not exceed \$4,000 per mile; that the government shall secure the power to impose such tolls on freight and passenger traffic on said road as will recoup them in reasonable time for such assistance as they may extend to said road; and that the government shall have authority to regulate rates of charges on said road and to reserve such rights therein as may protect the public interests."

Mr. Turner, representing the Nationalists' Society, moved in amendment that no subsidy be given, but that the British Columbian government build the road from Glenora to Teslin lake and operate it. Clauses were added to the original McLagan resolution, but no motion that be issued to aliens, or no Chinese be employed on the railway. The amendment then being put, 52 voted for it and 70 against it. The original motion was then put and carried.

New Westminster, April 22.—The board of trade at the meeting last night adopted the following resolution: "Resolved, That it is the opinion of this board that, under the existing emergency, it is the duty of the government of British Columbia, in order to protect and preserve the natural trade and other interests of the province, to secure the immediate construction of a railway from Teslin lake to Glenora, and the continuation of such a road to some suitable port on the British Columbia coast, as soon as possible, if such construction can be secured on advantageous terms; and that the provincial government to take such steps as will secure the construction of the said works on the following conditions: (1) That the subsidy will not exceed \$4,000 per mile; (2) That the contractors will agree to allow the government such tolls on freight and passenger traffic passing over said road as will recoup the government, within a reasonable time, for such advances as it may make for the said work; (3) That the government shall have authority to regulate the rate of charges on said road, and to exercise such other rights therein as may protect the public interests."

It looked as if it were to be restored under Mr. Bennett's explanation to the house that his statement had not been made with the object of damaging the minister of public works, but the storm burst forth with redoubled vigor after Sir Charles Tupper had spoken. The leader of the opposition reiterated the demand of Mr. Montague that the minister's words should be taken. The Conservatives looked to the speaker for a ruling. But it was Mr. Tarte's voice

Paint is to a Building THE SHERWIN-WILLIAMS PAINT is made for painting buildings. It is not a low-priced paint, but it is cheap because the best. It is made of the purest materials—that wear the longest. The colors are bright and handsome. A booklet on painting if what clothing is to the body. It is just as important. You should take as much care in selecting the material to clothe your property, as you do in selecting the material to clothe your person. Paint protects the building, but gives beauty to the building. In painting the four corners of the building, there will be a large saving if the right paint is used. THE SHERWIN-WILLIAMS CO., PAINT AND COLOR MAKERS, 100 Canal Street, Cleveland, 287 Washington Street, New York, 220 Stewart Avenue, Chicago, 21 St. Antoine Street, Montreal.

that was heard to break in upon the momentary silence. What he said no man knows, for the opposition set up a howl that shook the rafters of the house. Mr. Tarte sat down and a ringing stood up. He, too, was submerged in an avalanche of noise, but at the loss of his voice he shouted to the speaker to give a hearing in the next day to the matter. But the speaker interrupted before he had finished what he wanted to say. He made this clear, but that was all. The opposition was determined that he should not speak and they sent a howl that drowned the voice of the speaker. Sir Charles Tupper under whose direction the funding had been conducted, stood up. It did not occur to him that the ministerialists would presume to insist upon the strict application to him of the rule preventing members from speaking more than once on the same subject, which he had invoked against the minister of finance. He was immediately disconcerted. Before he could say anything Mr. Tarte reminded the speaker that Sir Charles Tupper had already spoken. Mr. Speaker called this circumstance to the attention of the leader of the opposition. Sir Charles, who a moment before would grant no indulgence to Mr. Field, modified his tone and appealed for permission to speak. "No, no," shrieked Mr. Tarte, who was on his feet, waving his arms.

DOMINION HOUSE.

The Killing of the Kettle River Railway Bill by the Legislators.

Insinuations by Frost Lead to a Hot Time—Pandemonium in the Chamber.

Ottawa, April 16.—The chief interest in the House of Commons yesterday centered in the close of the debate over the Kettle River Valley Railway bill introduced by Mr. Bostock, and supported by the Grand Trunk Railway and a majority of the Liberals, and opposed by the C.P.R. and a majority of the Conservatives. The fight has continued for weeks in the railway committee, and has lasted three weeks in the house at odd intervals, and came to a head last night, when the bill was shown out by a vote of forty-four to sixty-four. The only speakers last night were Messrs. Oliver and Robertson, both in favor of the bill, and the yeas and nays were taken. Eight members of the cabinet voted in favor of the bill and only two against. Sir Wilfrid Laurier was absent and the following members of the government favored the bill: Sir Richard Cartwright, the Hon. A. G. Blair, the Hon. Clifford Sifton, the Hon. William Mulock, the Hon. W. S. Fielding, the Hon. William Paterson, the Hon. R. R. Dobbell and the Hon. Charles Fitzpatrick. The opposition was led by the Hon. J. Israel Tarte and Sir Henri Joli de Lotbiniere. On the Conservative side Sir A. P. Caron and the Hon. Col. Tisdale, Sir Charles Tupper was absent. Mr. Foster voted against the bill.

Mr. Frost, the Hon. Bennett, the member for East Simcoe, on Thursday night had said that Mr. Tarte was in the debt of the Drummond County Railway Company. Mr. Tarte had denied the truth of the insinuation, but in spite of that circumstances Mr. Bennett stood up yesterday and told Mr. Frost that if he looked up last session's Hansard he would find there a statement by Mr. Tarte that he had received twenty thousand dollars from Mr. Greenfield. Mr. Tarte sprang to his feet. He was angry. "What the hon. gentleman (Mr. Bennett) says," he cried out, "is altogether untrue, and he knows it, too." Mr. Frost proceeded with his speech, but when he had uttered probably half a dozen sentences Mr. Davin interrupted him and called for the ruling of Deputy Speaker Brodeur, who was in the chair. The speaker's impartial ruling was that both the statement of Mr. Bennett and the answer of Mr. Tarte were equally unfortunate and unparliamentary. Mr. Frost then had been permitted to continue had not Mr. Clancy arisen to ask if two wrongs made a right and that if one breach of the rules was to be set off by another. He demanded a ruling. Mr. Fielding observed that Mr. Frost having proceeded with his speech before Mr. Davin got up, no point of order had properly been raised. Mr. Montague insisted that Mr. Tarte should be compelled to withdraw his reply to Mr. Bennett. Mr. Tarte contended that his observation was perfectly in order.

The Storm Bursts Forth. It looked as if it were to be restored under Mr. Bennett's explanation to the house that his statement had not been made with the object of damaging the minister of public works, but the storm burst forth with redoubled vigor after Sir Charles Tupper had spoken. The leader of the opposition reiterated the demand of Mr. Montague that the minister's words should be taken. The Conservatives looked to the speaker for a ruling. But it was Mr. Tarte's voice

THE PARIS CAPTURE Paint is to a Building Spanish Cruiser Said To Be The American Liner Irish Coast. United States Issues a Proclamation Asking for 120,000 Men Two Years. President McKinley Hopes To Make a Declaration of War. The North Atlantic Squadron Off Havana, Causing Excitement.

London, April 23.—Newspapers in this city dispatch from Belfast say that the effect that the American Paris has been captured coast by a Spanish cruiser has not returned to South port. She passed the I. Madrid, April 23.—(12) reported capture of the steamer City of Paris by a cruiser aroused great excitement. Favorably affected press. Washington, April 23.—has issued a proclamation 120,000 volunteers to see not sooner discharged. Washington, D. C. Washington Post says to-day sent a message stating that a declaration of war had been passed. The president's ing congress to declare war: First, he can avail of the services of the army, Spain, by her army declared war; third, it may be entitled to demand money for captures. Representative Hull, it is General Miles' plan a landing in Cuba as soon as it would take six weeks to equip a volunteer army. Havana, April 23.—It is agitated by war and United States fleet called off. Great confidence in the Spaniards in the off-batteries. Crowds held night to gaze upon the Madrid, April 23.—continues here and in Patriotic demonstration have occurred every day. Spanish services of prayer are being organized in Spanish arms.

Key West, April 23.—The steamer Pedro, United States flagship today, was brought to anchor in charge of a prize vessel which was Spanish mail steamer. Some Report Key West, April reports that the steamer captured by Porto Rico. It is prize captured by Alfonso XII., a H-towery, not the war. The Spanish fleet is London, April 23.—publishes a dispatch which says a private reports that the Key West captured probably the Gracia flag, which cleared 11, bound for Liverpool. Philadelphia, April exchange here this following dispatch: Key West, April Pedro, from Antwerp, arrived this a warship. The freighter of 1,892 tons on March 25. London, April 23.—that the Spanish cruiser ship Shenandoah from San Francisco. The Shenandoah left January 5 for Liverpool. Masted vessel of 3,000 tons, owned by Arthur B. Baw, Maine.

Indian Uprising. Santa Fe, April has telegraphed that there is a rising, now the drawn, and asking volunteers to immerse Bayard, and will border. A Spanish navy high of a statement has been received from the authorities in Victoria, and says he will always have reason to be thankful for the aid and vigor after Sir Charles Tupper had spoken. The leader of the opposition reiterated the demand of Mr. Montague that the minister's words should be taken. The Conservatives looked to the speaker for a ruling. But it was Mr. Tarte's voice

PERSONAL Mr. John A. Mowley and partner, of Sand Beach, Mich., left for the northern gold fields by the Islander on Thursday.

THE PARIS CAPTURED

Spanish Cruiser Said To Have Seized The American Liner Off The Irish Coast.

United States Issues a Proclamation Asking for 120,000 Men for Two Years.

President McKinley Has Asked Congress To Make a Declaration of War.

The North Atlantic Squadron Sighted Off Havana, Causing Intense Excitement.

London, April 23.—The afternoon newspapers in this city have received a dispatch from Belfast saying that trustworthy news has been received there to the effect that the American liner City of Paris has been captured off the Irish coast by a Spanish cruiser. The Paris has not returned to Southampton, as reported. She passed the Lizard yesterday evening.

Madrid, April 23.—(12:15 p.m.)—The reported capture of the American line steamer City of Paris by a Spanish cruiser aroused great excitement and has favorably affected prices on the bourse.

Washington, April 23.—The president has issued a proclamation calling for 120,000 volunteers to serve two years, if not sooner discharged.

Washington, D. C., April 23.—The Washington Post says that the president today sent a message to congress suggesting that a declaration of war be passed. The president's reasons for urging congress to declare war immediately are: First, he can avail himself freely of the services of the retired officers; second, Spain, by her acts, has practically declared war; third, that naval officers may be entitled unquestionably to prize money for captures.

Representative Hull, in the house, said it was General Miles' purpose to effect a landing in Cuba as soon as practicable. It would take six weeks or two months to equip a volunteer army.

Havana, April 23.—The city of Havana is agitated by war enthusiasm. The United States fleet can be seen in the offing. Great confidence is felt among the Spaniards in the effectiveness of their batteries. Crowds before nightfall last night assembled at every point of vantage to gaze upon the blockaders.

Madrid, April 23.—War enthusiasm continues here and in the provinces. Patriotic demonstrations are reported to have occurred everywhere. Special religious services of prayer, day and night, are being organized for the success of Spanish arms.

Key West, April 23.—The Spanish tramp steamer Pedro, captured by the United States flagship New York yesterday, was brought here at 6:30 o'clock this morning under her own steam, and in charge of a prize crew. This is the vessel which was supposed to be the Spanish mail steamer Alfonso XII.

Some Reported Seizures.
Key West, April 23.—An incoming tug reports that the cruiser New York has captured a Spanish passenger steamer plying between Havana and Port Rico. It is believed here that the prize captured by the flagship is the Alfonso XII, a Havana steamer, due today, not the warship of that name. The torpedo fleet is coming in.

London, April 23.—The Daily Chronicle publishes a dispatch from Liverpool, which says a private cablegram received there reports that the American fleet off Key West captured a British steamer, probably the Gracia, flying the Spanish flag, which cleared from Pensacola April 18, bound for Liverpool.

Philadelphia, April 23.—The maritime exchange here this morning received the following dispatch:
Key West, April 23.—The steamer Pedro, from Antwerp, for Pensacola, Fla., arrived this morning, captured by a warship. The Pedro is a Spanish freighter of 1,802 tons, and left Antwerp on March 25.

London, April 23.—It is reported here that the Spanish have captured the American ship Shenandoah, which sailed from San Francisco for Liverpool. The Shenandoah left San Francisco on January 5 for Liverpool. She is a four-masted vessel of 3,250 tons register, and is owned by Arthur Sewall & Co., of Bath, Maine.

Indian Uprising Feared.
Santa Fe, April 23.—Governor Otero has telegraphed the secretary of war that there is a probability the Indians will rise, now the troops that coal is contraband of war, thus favoring America, and cites the case of England in 1885, which opposed stoutly the action of France in the Tonquin war, in declaring rice contraband, although rice was then considered in China districts as money and currency to pay taxes.

All that England then alleged in fa-

SEAS SWEEP OVER HER

Warrimoo Encounters Very Stormy Weather on Her Way From Australia.

The Paroo, a Sister Ship of the Cape Otway, to Bring 900 Miners to Victoria.

Many Passengers on the Warrimoo Bound for the Klondike—An Exciting Episode at Suva.

R.M.S. Warrimoo, Captain Hay, arrived at the outer wharf at an early hour this morning after a most tempestuous voyage from Sydney, Australia.

The Paroo, a Sister Ship of the Cape Otway, to Bring 900 Miners to Victoria.

Many Passengers on the Warrimoo Bound for the Klondike—An Exciting Episode at Suva.

New York, Panic-Stricken.
New York, April 23.—New York was thrown into a panic this morning by the Berlin dispatch saying that this city would be bombarded as the real beginning of the Spanish naval hostilities, that the Spanish fleet was quietly waiting until the United States war vessels were engaged in blocking Cuba before the Spanish vessels would leave for this city. Many other prominent seacoast cities, to begin the work of bombardment and destruction.

Naval officials here put great credence in the story, saying that the hopelessness of trying to save Cuba after the American fleet arrives at the landing place with its overwhelming body of troops, is part of the cunning strategy to get all our ships and troops down to Cuba before she moves her fleet.

Some naval officers point out that the masterly inactivity of the Spanish fleet, which quietly rests at the Cape Verde Islands, while stirring scenes are going on in front of Havana and off the entire Cuban coast, is purely strategic. They also say that this masterly inactivity is significant that Spain knows our capacity for guarding our harbors as well as our coast defence, and whether she will be able to silence our forts in the conflict.

"Spain is up to some cunning trick," you can rest assured," said an officer of the Brooklyn navy yard, "and she has begun her navy to keep us guessing what will be her first stroke. So far the United States has not the slightest information of the future movements of the Spanish fleet, which is as puzzling to the navy department at Washington as it is to us here."

"An Act of Piracy."
Liverpool, April 23.—The owners of the Spanish ship captured by the United States cruiser Nashville, have issued a signed protest against her capture, and claim that the capture was illegal, as the ultimatum of the president had not expired when she was captured.

Madrid, April 23.—The capture of the Spanish merchantman yesterday has aroused the greatest indignation, it being claimed that hostilities had not yet commenced. The newspapers in this city characterize the seizure of the vessel as an act of piracy.

Germany Favors Spain.
Berlin, April 23.—The German press is unanimously condemning the United States for the capture of the Spanish fish and base motives to America, and praise the attitude of Spain.

Lord Beresford's Views.
London, April 23.—Rear-Admiral Lord Charles Beresford, who commanded the squadron at the bombardment of Alexandria in 1882, and is now Conservative M.P. for York, admits in the course of an interview, that in the long run America will be victorious. He thinks the fleets are about equally matched, and a difficult Americans will have to contend with in "yellow jack." They would not have much trouble in landing troops in Cuba, in his judgment, because of the great length of the coast line.

To Destroy the Cables.
Key West, Fla., April 23.—(5:30 a.m.)—The Mangrove just left here, headed to South Cuba, to destroy the submarine cables. She will be conveyed by warships.

Cuban Armistice Ended.
London, April 23.—The Madrid correspondent of the Daily News says the government has instructed Governor General Blanco to declare the armistice in Cuba ended.

Excitement in Havana.
New York, April 23.—A despatch to the Herald from Havana, timed Friday, 7 p.m., says:

"From the hills of Guanajay, I saw United States warships this afternoon. They were advancing on Havana from the westward. The news has reached Morro castle. There all is alertness, but fear is in the hearts of the city's defenders. Havana's weak point lies dead ahead of the American fleet. The course of the ships is in direct accordance with the plan of war which the Herald first published. It means—and everybody here admits it—the bombardment of Havana, unless the city surrenders at the sight of superior force."

"General Blanco, in full uniform, who he has worn about two days in the last two months, is at Santa Clara battery, the strongest of the city's defenses. With him are all the officers of his staff and the chief officers of all the regular and volunteer regiments. Orderlies are rushing through the city, shouting a call to arms and carrying orders for batteries and regiments to be prepared for action. Everybody is rushing out of the city or to its fortifications. The numbers who have sought the latter places in flight are enormous."

"The United States ships could not possibly select a better place for landing than they have chosen in the neighborhood for which they are pointing. Blanco realizes the danger and rushed large bodies of troops to the Santa Clara battery. He sent others in a hurry by railroad to Vedado and Carmelo. The garrisons are weak there, even with reinforcements and could not last long because the defenses are not strong. Troops could be landed there with little more than a straggling force. This may not be the first place at which the Americans will strike. Then, too, Blanco is fearful lest the first of the invaders come up the little river Almendares, where they could make an undisputed landing a few miles westward of the city. The armament there is insignificant. All the guns at the fortifications are manned. The men have orders to stand by them all night."

FROM THE CAPITAL.
Story That Mounted Police Supplies are Purchased in Chicago Untrue.
Ottawa, April 23.—Sir Wilfrid Laurier in the house yesterday said he had inquired into the complaint that Chicago cannons had been awarded by the government a large contract for goods for the Mounted Police in the Yukon, and was glad to say there was not a word of truth in it.

Ottawa, April 23.—Chief Engineer Coste has returned to Ottawa. He said he had been recalled to give information to the government regarding the preliminary survey of Observatory Inlet, of which he gives discouraging accounts as a possible railway terminus.

Gold Commissioner Pavelet in a report to Mr. Sifton strongly commends the system of staking streams in the Yukon, and whether any prospect is found or not. He warns possible investors against buying claims without investigation.

Major General Gascoigne, commanding the Canadian militia, has resigned. It was accepted. He will leave at once for England.

Cherrier Ellison, of Vernon, came in on the Prince last evening.

SEAS SWEEP OVER HER

Warrimoo Encounters Very Stormy Weather on Her Way From Australia.

The Paroo, a Sister Ship of the Cape Otway, to Bring 900 Miners to Victoria.

Many Passengers on the Warrimoo Bound for the Klondike—An Exciting Episode at Suva.

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R.M.S. Warrimoo, Captain Hay, arrived at the outer wharf at an early hour this morning after a most tempestuous voyage from Sydney, Australia. She left Sydney on March 26th and experienced light easterly winds with fair weather until the 29th, when a gale from the north-east struck her. She reached Suva on March 30. After a stay of one day she sailed for Suva. The course was set up to the west coast of New Zealand, and fair weather was experienced until, when approaching Cape Maria Van Dieman, strong westerly winds were met, which increased to a gale from the north-east. The blow continued for six days increasing in violence daily. Such heavy seas were encountered that it became necessary to lay down anchor at intervals for 36 hours. Throughout the gale the Warrimoo maintained her reputation for sea-going, and was not damaged in all the time. Notwithstanding the fact that seas were continually sweeping over her she sustained but slight damage. A hole in the height of the waves can be gleaned from the fact that one sea struck the compasses on the upper bridge deck, 45 feet, putting them out of action.

Suva was reached on April 6, and after cargo and passengers were landed a start was made for Honolulu the same day. On the 10th a heavy gale from the east struck the ship and heavy cross seas were encountered, until anchor was dropped at the Hawaiian capital, Honolulu, on the 11th. The 12th and 13th were spent in the harbor, and from thence to Flattery moderate to fresh head winds and seas were met with. Just before entering the straits the four masted schooner, the Warrimoo, was sighted at 474 N., long 1204 W.

The Warrimoo brought 194 passengers, the largest number she has carried since she has been built. She had about 150 Klondikers, and they are for the most part practical West Australian miners, well supplied with money. Among them were Mr. James Haggart, the Northern Mining Journal, at Mount Magnet, W. A., on his way to Dawson City to establish a daily mining paper. On the 14th the Warrimoo was met by the schooner, the Warrimoo, which was carrying a cargo of gold. The schooner was carrying a cargo of gold, and was carrying a cargo of gold.

Mr. Bernborough, of the Victoria (Gairiens), was awakened about 5:30 this morning by the sound of a gun. He was informed that there was a panther in a tree near the house. Mr. Bernborough, who had been out for a walk, was informed that there was a panther in a tree near the house. Mr. Bernborough, who had been out for a walk, was informed that there was a panther in a tree near the house.

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The inspection of No. 2 Company, Fifth Regiment, was held last evening at the drill hall. The muster parade was completed and the company credited with a total of 91 out of a possible 93. The drill taken as a whole, was fair, but owing to the recent enlistment of some of the men and the absence of others, the non-commissioned officers of the work of some of the teams was not quite up to the mark. The officers, however, were well satisfied with the night and the day's work. A company parade of the whole company is to be held next Wednesday night, when the company will be inspected by the commanding officer.

The government reserves, at Frederick Arm, Loughborough Inlet, and Phillips Arm, have been cancelled by order in council.

Rev. Thomas Crosby will pay a visit to the people of Darcy Island tomorrow on his little missionary steamer Glad Tidings.

The Dominion government are calling for tenders for supplies of provisions, etc., for the detachment of Northwest Mounted Police now in the Klondike country.

On Tuesday evening next Mr. T. L. Grahame, at the request of several of the officials of the J.B.A.A., will deliver a lecture on "Physical culture in the business one." He and his wife have been travelling in California, and Mrs. Thompson is at present with friends in Tacoma. Mr. Thompson is paying a flying visit to Victoria and returns to Tacoma via Vancouver to-night.

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lan stowaways at Suva has not in the least brought the men together, decided to escape before Suva was reached. One of the pair slipped his manacles having obtained a plank spring overboard. The man, however, was not all the passengers on deck to watch the result. The stowaway, ignorant of the fact that the man had been seen, calmly paddled towards the shore. In the meantime the steamer had lowered a dingy to pick up the man, but before it could reach him, a huge shark was discovered within a few hundred yards, and making for the swimmer. The passenger, who was almost over the point of making the fatal turn, when the shark, coolly paddled towards the shore. In the meantime the steamer had lowered a dingy to pick up the man, but before it could reach him, a huge shark was discovered within a few hundred yards, and making for the swimmer. The passenger, who was almost over the point of making the fatal turn, when the shark, coolly paddled towards the shore.

The Warrimoo brought amongst her cargo a large number of carcasses of frozen mutton for Victoria.

LOCAL NEWS.
Cleanings of City and Provincial News in a Condensed Form.

From Thursday's Daily.
—If Augustus Comarella and Martha Kueland will call each at the U.S. consulate in Victoria, they will learn of something to their advantage.

—The cable to be laid between Beechy Bay and Port Crescent will be placed in position by the late Mr. J. H. Haggart, and will be ready to be laid at either end having been selected.

—The funeral of the late William Sayaya took place to-day at 2:30 p.m. from the parents' residence, South road, the Rev. J. C. Spicer conducting the services.

—The 150 Atlantics who have been quarantined at Williams Head, since the arrival of the steamer Olympia, were released yesterday and brought to the city by the steamer Manoa.

—The United States consulate in Victoria has received no orders to receive enlistments for the United States army or navy, and has no authority to provide transportation to the States for those desiring to enlist.

—Last evening at the residence of Mr. Dempster, on Fort street, Miss Amelia Gilbert, daughter of Mr. and Mrs. Hilbert, of Nanaimo, was united in marriage to Mr. James Haggart of the Albion Iron Works. The ceremony, which took place at 8:30, was a simple one, celebrated on account of recent bereavement in the family. Rev. Mr. Betts performed the ceremony, the bride being attended by her father, Mr. Hilbert, and Dr. A. A. Humber performed a similar duty for the groom. The bride was the recipient of many handsome presents from friends. Mr. and Mrs. Haggart will take up their residence on Fort street.

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BUYING UP COAL

United States Consul at Honolulu Buys Up the Coal at That Port for His Government.

Hawaiian Papers Say Minister Sewell Is About to Seize the Islands for a Coaling Station.

A Coal Famine Feared Owing to the Act of the United States Consul.

R.M.S. Warrimoo brings news from Honolulu that the United States Consul has bought up all the available coal at that port for the use of the United States government to meet an emergency which may possibly arise owing to the early commencement of hostilities.

The Stars and Stripes may float over the government buildings at this time to-morrow. At a late hour this afternoon information has been received that the American minister and admiral will take formal possession of the islands in the name of the United States to-morrow morning. It is impossible to find confirmation or denial for the rumor, but it comes from high authority.

Referring to the matter in a later edition, the paper says: "There may be something significant in the fact that an officer of the U. S. S. Shenandoah, who was in Honolulu a few days ago and tried to buy a number of large American flags. When told that an order could be quickly filled at the Coast, he replied he must have the flags at once, and could not wait for a steamer."

In reference to the same subject the Hawaiian Bulletin says: "Admiral Miller said yesterday afternoon that he was in Honolulu to annex the Sandwich Islands, and would not leave until that is accomplished."

THE WATERFRONT.
The New Steel River Steamer Built for C. P. N. Co. To Be Launched This Evening.

Fears Expressed for the Bark Midas—Schooner Labrador Goes Overboard Hurling.

It is feared in shipping circles that the British bark Midas, now out sixty-five days from Nagasaki, Japan, has gone down with all hands. "Six vessels that sailed from the Orient the same time and later than the Midas have arrived at their destinations, discharged their cargoes and, in some instances, gone to sea again. The Willcoot, which sailed eight days before her, had to put in to Francisco in distress. She was caught in a terrific storm and dismantled, while the Puritan, which sailed the same day as the Midas, was also caught in the same gale, but has reached Portland in safety. The following vessels made the run from Japan to coast ports in from twenty-four to thirty-six days: The Barnabe left Higo on February 15 and the Pass of Lenig on February 21; the Amagoi left Yokohama on March 1 and the Niomea on March 10, while the Mistle Hall left Nagasaki on February 27 and the Semantha on the same day. In view of these facts, it is no wonder, then, that shipping and insurance men are anxious about the Midas.

At the ship yards of the Albion Iron Works, all is excitement this afternoon in anticipation of the launching of the new steel steamer for the C.P.N. Co. The ways are all greased, the last rivets are being driven, and the final touches are being given to the vessel. It is expected that everything will be in readiness by 6 o'clock, and the launching will be begun on Monday. The boat is built in steel and is water-tight compartments of fifteen feet length, and the first steel vessel built in Victoria, and the first steel vessel built in the province on the Pacific coast.

Steamer City of Seattle will take the place of the Kingston while the latter is in the hands of the repair crew. The Seattle will arrive at its usual time on Monday morning, returning to the Sound at 8:30 a.m. On Tuesday morning she will not return to the Sound, but will continue the voyage to Alaska, when her passengers and freight are put ashore. The Evangel will carry the outward mail on Tuesday. The City of Kingston is to resume her service on Wednesday.

A LONG DANISH BRIDGE.
A bridge across the channel separating Denmark from the island of Funen is proposed in a bill now before the Danish legislature. The length would be about 4,400 feet, and spans of 1,000 feet, resting upon metal piers, are suggested, with a roadway 130 feet above high water mark. The estimated cost is \$3,250,000.

Manhattan—How is it you no longer sympathize with Cuba?
Broadway—One of the confounded Danes sold me a box of what he called "ungilded Cuba" cigars the other day.—New York Evening Journal.

PIERO & CO.
WHOLESALE DRY GOODS AND CLOTHING MANUFACTURERS.

Miners' Outfits
A SPECIALTY.

VICTORIA, B.C.

SHERMAN TO RETIRE.
Washington, April 23.—The Post to-day says that every man in the cabinet believes that Secretary Sherman will resign from the cabinet within the next few days. His successor will be Assistant Secretary Day.

PERSONAL.
Mr. John A. Morley and partner, of San Francisco, left for Victoria on Thursday.

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PROVINCIAL HOUSE

Alien Clause to the Mineral Act is Again Side-Tracked on a Point of Order.

Committee Appointed to Visit the Reformatory Makes a Report—The Youthful Offenders.

Victoria, April 20, 1898. The speaker took the chair at 2 o'clock. Mr. Sworn introduced a bill entitled the Industrial Communities Act. It received its first reading.

Mr. Semlin moved that an order of the house be granted for a return showing the number of names upon the voters lists in the several districts and the number of applications to be placed upon the same up to date. The resolution was agreed to.

Col. Baker in response to this order presented the following return, showing the number of voters upon the list and the applications to be placed upon the same up to April 9th, 1898:

Table with 2 columns: District Name and Number of Voters. Includes entries like Comox, Nanaimo, and Victoria.

Mr. Braden said that as he understood the speaker the Braden resolution was moved out of order on the ground that it interfered with the revenue and could not be introduced by a private member of the house.

Mr. Graham asked the speaker whether the resolution be in order in introducing the Graham recommendation of the mining committee with respect to the rights of aliens to take out crown grants.

The speaker replied that the proper course would be for some member to move an amendment to the present act. On the motion to adopt the Revestok and Cassiar railway bill, Mr. Sworn moved an amendment requiring the company to complete the said railway within five years.

The Skeena River Railway Colonization and Exploration Company's bill was adopted on report.

The Downie Creek Railway bill was first considered in committee, with Mr. Adams in the chair.

Mr. Kellie, who had the bill in hand, moved an amendment to the effect of making it optional with the company to build either a standard or a narrow gauge road.

Premier Turner and Attorney-General Eberts objected to such an irregular proceeding, and it was decided further action on the bill would be made to the bill up on report, to make its other provisions harmonize with the narrow gauge amendment.

The bill was reported complete with amendments. The house went into committee on the Southeast Kootenay Railway bill, with Mr. Huff in the chair.

Mr. Huff moved an amendment to the effect of offering an amendment so that the road could build within half a mile of the international boundary.

Dr. Walker moved the amendment. He said that the bill contemplated a connection being made between the province and the United States. He said it was not in the interests of the province that such a bill should be passed.

Mr. Hume demanded an explanation from Dr. Walker why he should attempt to kill the bill by moving that the chairman leave the chair.

Mr. Cotton said that the issue might just as well be taken at this point and the people of Kootenay made aware of what privileges they would be permitted to enjoy. He reminded the house that last session very similar railway legislation to the Southeast Kootenay Railway bill had been passed by the house. He asked if the house intended at present to say that the people of Kootenay should not be allowed to have any railways running to the international boundary.

The government intended to build a Chinese wall around Kootenay the sooner the people of Kootenay were made aware of what the change the better. He said that Dr. Walker dare not get up and defend his action on the motion of the motion made by Dr. Walker when that the people of Kootenay should have any railway connection unless the people of the coast and certain members of the house were willing that they should have it.

Dr. Walker then withdrew his motion, and moved that the road should not run closer than five miles to the international boundary.

Mr. Cotton took exception to this amendment on the ground of insufficiency of notice.

The chairman sustained this point of order and the committee rose on a recessed hour.

The house went into committee upon the bill to amend the Mineral Act with Mr. Walker in the chair.

Mr. Braden moved the following recommendation of the mining committee. Every person over, but not under, eighteen years of age, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, and shall be free to mine on any land.

Provided, however, that no person shall be permitted to record a mineral claim unless he has previously, and in accordance with the provisions of the act regulating the same, declared his intention to be a British subject; and no crown grant shall be made in respect of any mineral claim recorded after the passage of this subject to any person other than a British subject, or to any person who shall become a free miner, shall be free to mine on any land, and shall be free to mine on any land, and shall be free to mine on any land.

A free miner's certificate is issued to a joint stock company shall not be valid.

Dr. Walker moved the amendment out of order on the ground that it could not proceed from a private member.

The committee rose and reported progress.

The bill to amend the Placer Mining Act was considered in committee and reported progress.

Mr. Turner presented by message a bill respecting the construction of dyking works. The bill was considered in committee and received its first reading. The bill amending the dairying act received its second reading and was considered in committee. It was reported complete with amendments.

Mr. Semlin moved the second reading of the bill to amend the Legal Professions act. The object of the bill was to make it easier for men who came from the other provinces to practice law.

The second reading of the bill was opposed by Mr. Williams.

Dr. Walker supported the second reading of the bill. He considered the regulations of the Legal Professions act very unfair, and he wanted the legal members in the house that if they encroached too much that they would raise an opposition which would wipe out all restrictions which they had imposed.

Hon. Mr. Pooley moved the adjournment of the debate.

Mr. Kellie called attention to the fact that the return which the house had ordered on March 3rd had not been brought down.

Mr. Kellie also called attention to the fact that the return of correspondence in connection with the N. & F. S. land grant was still incomplete.

When Premier Turner moved that the house adjourn at 6 o'clock, Mr. Semlin urged an evening session. The division was taken upon the motion to adjourn.

All the government supporters, together with Mr. Sherman at a few days ago, the adjournment, while the members of the opposition were recored as opposing the same.

Mr. Higgins presented the report of the committee appointed to inspect the provincial jail and reformatory. The report reads:

The committee, while satisfied that so far as the buildings permit the boys are comfortably lodged, are of opinion that a better result would be reached if the boys were kept in some place away from the jail, for although they do not come in touch with the adult prisoners, the feeling or thought of being associated with them in the public mind is bad, and might have a prejudicial effect on the future career of the boys.

The committee are of opinion that if at all possible to be arranged, the boys would be much better where they could be taught farm work, including rough carpentry, etc., and not, as at present, where they have only bare or whitewashed high walls to look upon.

The committee would recommend, in the meantime, that a shed be erected in the yard, where the inmates could exercise in wet weather, and that it could be fitted with bars and a few necessities for athletic exercises.

The committee desire especially to bring to your notice the danger at present existing to youths who are engaged as messenger boys by the telegraphic and other companies from the temptations to which they are unduly exposed from the nature of their calling, and from the want of oversight which evidently exists during the time they are employed in their work, they being often employed delivering messages to houses where they are brought in contact with scenes which are bound to contaminate them, at an age when they are peculiarly susceptible to evil influences.

The committee respectfully suggest that it should be made unlawful to employ anyone not of full age to deliver messages to such houses, especially after daylight. The committee especially desire to emphasize this question of the contamination of youths who are employed as messengers, and would urge on the government the necessity of a rigid police supervision of the messenger service, it appearing that three of the five boys now confined in the reformatory for serious offences were, until lately, in the employ of the Messenger Company in this city.

Victoria, April 21st. The speaker took the chair at 2 o'clock.

Mr. Semlin introduced a bill to amend the law respecting the marking of cattle. It received its first reading.

Mr. Semlin moved the adjournment of the house for the purpose of considering a resolution urging upon the Dominion government the necessity of constructing a line of railway from the coast to the Yukon. He said that the construction of a railway was a matter of great importance to the province and to the whole Dominion.

He said that the house should pass a resolution urging upon the Dominion government the necessity of carrying out what the federal government had already acknowledged was its duty. From the past action taken by the Dominion government it was evident that it was well understood that the construction of the road would open up the territory of the Dominion. It was for this reason that the Dominion government introduced legislation for the purpose of securing the construction of the road. By the interference of the senate, however, the action of the Dominion government had been frustrated, and he thought it very necessary that the government of the province should urge upon the Dominion government the necessity of at once proceeding, possibly in some other way, in the fulfillment of its responsibilities. It was desirable for the whole Dominion that the road should be built. The Dominion government had looked upon the work as a Dominion undertaking, and in view of this it was important that the provincial government take such action as may be necessary to urge the Dominion government to proceed with the work. The Dominion government had not succeeded in its first attempt to build the road, but this, he held, did not preclude the Dominion government from taking up the matter in another form. As matters stood, the Dominion would receive all the benefits from the construction of the road, in the form of mining licenses and general receipts, as well as customs returns. The province of British Columbia would only be benefited as other provinces in the Dominion would be benefited. He agreed that it was important that the road should be built, and built at once; but he thought that it was the duty of the provincial government to memorialize the Dominion government, with a view of having the work gone on with and completed as early as possible as a Dominion work. He said he was sorry to see, if the report were correct, that the Dominion government had impaired the position of the province by intimating to the Dominion government that the province was anxious to assist. He held that the undertaking was a Dominion one, and should be proceeded with as such, and that the action of the province had impaired the position of the province.

Mr. Semlin charged the leader of the Opposition with a lack of courtesy in springing the resolution upon the house without notice, thus taking advantage of the members of the government. Taking up the subject of the resolution, he said that the desire of the government was that the work of constructing a highway or railway to retain the trade of the Yukon should be carried out. He considered that the matter was one of the most urgent ever brought up in

Dr. Williams Pink Pills

MAKE RICH, RED, ENERGY-GIVING BLOOD.

THROUGH THEIR USE THOUSANDS OF WEAK MEN, WOMEN AND CHILDREN HAVE BEEN MADE STRONG.

A VICTIM OF RHEUMATISM.

From the Prescott Journal. There is no man in the township of Edwardsburg who is better known than Mr. John Sherman. He is one of the many Canadians who at the outbreak of the American rebellion joined the army of the North, and to the exposures and hardships which he encountered during that trying and perilous time does he owe long years of suffering which he has since undergone. The writer remembers seeing Mr. Sherman at a few days ago when he was so crippled with rheumatism that it was impossible for him to walk, and having heard that a cure had been effected, determined to investigate the matter for himself. When the reporter

GENERAL WEAKNESS CURED.

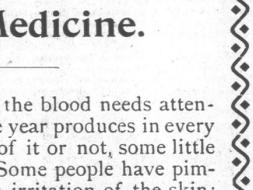
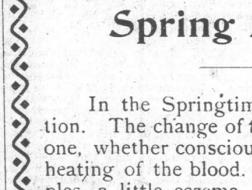
Mr. Jas. Conavan is a well known resident of Maxville, Ont. He suffered for a long time from general weakness, approaching an almost complete collapse. A friend advised the use of Dr. Williams' Pink Pills, and a judicious course restored his health. Mr. Conavan says: "After having used your Pink Pills I am glad to recommend them to the world as a cure for extreme weakness and debility, and I am sure that if those who feel the first approach of such trouble will only take a box or two, misery may be averted."

A WEAK HEART.

Mr. Joseph Beckford, Martintown, Ont., says: "About thirteen years ago I suffered from an attack of inflammatory rheumatism, which left me with a very weak heart. I doctored, but did not appear to get any relief. About two years ago I was advised to try Dr. Williams' Pink Pills, and after using them for some time I felt better than I had done for years. I have had no return of the trouble, and feel safe in saying that my cure is permanent. I can heartily recommend this medicine to those who are similarly suffering."

SUBJECT TO SINKING SPELLS.

From the Cookshire, Que., Chronicle. Mr. Newell Waldron is a well known farmer living near East Clifton, Que. As his friends and neighbors know, he passed through a very trying illness as the result of a severe attack of the grippe, and when a correspondent of the Chronicle called upon him, he had no hesitation in giving the particulars of his illness and cure. Mr. Waldron said, "I believe I owe my life to Dr. Williams' Pink Pills and I am glad to have a chance to say a good word in favor of that medicine. During the winter of 1885, when the grippe was so prevalent, I had a severe attack of it, and it left



Spring Medicine.

In the Springtime the blood needs attention. The change of the year produces in every one, whether conscious of it or not, some little heating of the blood. Some people have pimples, a little eczema, or irritation of the skin; others feel weary, easily tired and have a poor appetite. Purgatives are not the right cure. The best of all Spring medicines for man, woman or child is

Dr. Williams' Pink Pills.

They Cure, not by weakening the system as purgatives do, but by giving it strength. They are a Tonic—the best tonic in the world—and cannot harm the most delicate. They make people feel bright active and strong.

BUT YOU MUST GET THE GENUINE.



The Wrapper Printed with Red Ink on White Paper. If your dealer does not keep them the will be sent post paid at 50 cents a box or six boxes for \$2.50 by addressing the Dr. Williams Medical Co., Brockville, Ont.

called at Mr. Sherman's home he found him in the yard handling an axe and chopping wood like a young man. "I have suffered with rheumatism for twenty years," said Mr. Sherman, "and I have doctored with four different ones, but I feel twenty years younger, and for four months when I wanted to move about I had to do so on my hands and knees. I tried many medicines, but got no benefit, and had given up all hope of being able to walk again. One of my sons tried to persuade me to use Dr. Williams' Pink Pills, but I refused to take any more medicine. At last one day my son brought home three boxes of the pills and after I had been in the house for over two weeks, I at last consented to take them, but not because I thought they were any good. Before they were gone, however, I could feel that my back was getting stronger and I could straighten up. I required no further persuasion to me to take the pills, and from that time on I began to get better, until now with the aid of light exercise, I can do all over the farm, get in and out of a buggy, and do most of the chores round the house and barn. I feel twenty years younger, and consider Dr. Williams' Pink Pills the most wonderful medicine for rheumatism I have ever used. I began to use them only because my son and I were in an agreeable surprise to me when I found my legs limber, and my back gaining strength. I can cheerfully recommend Dr. Williams' Pink Pills to the suffering rheumatics of the world."

Dr. Williams' Pink Pills CURE

Rheumatism, Satica, Locomotor Ataxia, Anæmia, Heart Troubles, Indigestion and Dyspepsia, St Vitus' Dance, Paralysis, Incipient Consumption, All Female Weakness, Dizziness and Headache, and all Troubles arising from poor and Watery Blood.

British Columbia since he had been in the house. The government was fully aware of the situation. There had been a great interchange of telegrams between the provincial and Dominion governments upon the subject. The provincial government had endeavored to impress upon the Dominion government the necessity of the road should be built. The Dominion government had looked upon the work as a Dominion undertaking, and in view of this it was important that the provincial government take such action as may be necessary to urge the Dominion government to proceed with the work. The Dominion government had not succeeded in its first attempt to build the road, but this, he held, did not preclude the Dominion government from taking up the matter in another form. As matters stood, the Dominion would receive all the benefits from the construction of the road, in the form of mining licenses and general receipts, as well as customs returns. The province of British Columbia would only be benefited as other provinces in the Dominion would be benefited. He agreed that it was important that the road should be built, and built at once; but he thought that it was the duty of the provincial government to memorialize the Dominion government, with a view of having the work gone on with and completed as early as possible as a Dominion work. He said he was sorry to see, if the report were correct, that the Dominion government had impaired the position of the province by intimating to the Dominion government that the province was anxious to assist. He held that the undertaking was a Dominion one, and should be proceeded with as such, and that the action of the province had impaired the position of the province.

been in session eleven weeks, and the matter had been discussed at over Canada, but nothing had been intimated in the house by the government. There was, however, a rumor that the government had taken some steps about the matter. What should be done was the question. The government should lay the matter before the whole house and ask the members to join in providing a recommendation to the house at Ottawa. It was admitted on all hands that the building of the road to the Yukon was not a provincial matter, and the federal government had recognized it as such. In the face of this the premier had said if the Dominion government will not undertake the work that the province will not do it. What he wished to remind the members of the government was that the province in such a matter could not go further than the means of the province would allow. The province was not in a position to undertake any such work in aid of the Dominion government, neither was it the place of the province to take over the work. The road was for the benefit of the whole of the Dominion. The importance of the road to the province of British Columbia as contrasted with its importance to the other provinces had been exaggerated. The starting point for nearly all of the supplies would be Eastern Canada. Toronto and Montreal were equally interested with Victorian and Vancouver in the building of the road. He desired to emphasize the fact that while the whole of the Dominion had been stirred up over the matter the government of British Columbia was ready to take hold of it. What he wished to remind the members of the government was that the province in such a matter could not go further than the means of the province would allow. 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