

NEWS OF THE CAPITAL.

Victoria Company Bids for Unperformed Contract Just Awarded to Foreign Concern.

Delegate to Washington Sanguine as to Results-Capt. Cox and Sealing Interests.

Orange Grand Lodge Concludes in Harmony With Clarke Wallace Again Master.

(From Our Own Correspondent.)

Ottawa, June 1.-In the house to-day Sir Charles Tupper read a letter from Hon. E. G. Peirce, M.P., stating that the Boston & Alaska Co., with their steamers will not be able to carry out their contract to ship the Yukon military supplies by May 20th. Col. Prior therefore urged that the Canada Development Co., of Victoria, be ready to commence operations by June 9th, be encouraged by the government. The Premier promised to consider the suggestion.

It is stated that Capt. Cox, the Victoria sealing representative, is rather dubious of the outcome of the sealing dispute. Since that question is to be included with all the other controversial subjects, he is afraid the sealers' interests may be sacrificed.

It is reported tonight that Chancellor Boyd may leave the bench to become a member of the McCarthy firm. It is said that B. B. O'Brien will succeed John Bell as solicitor for the Grand Trunk railway.

Mr. Menk to-day appealed for protection for the silver and gold manufactures. Mr. Fielding would not promise any change this session.

Sir Louis Davies returned to-day from Washington. He said the statement to the house that an agreement had been reached for approval by Great Britain and the States providing for the submission of all questions in dispute to a commission to meet in Quebec at an early date. The announcement brought congratulations from Mr. Foster for which Sir Wilfrid Laurie expressed his thanks.

Sir Louis Davies said that while at Washington he went over these troublesome questions one after the other, discussing them generally, and added: "I am glad to say that the best of dispositions was shown on the part of Messrs. Kasson and Foster, and represented the President in the discussion of all these several questions, and after considerable discussion we came to an agreement which has been referred to the governments of Great Britain and of the United States for final approval. I have no reason to doubt that approval will be given, and that there will be a joint convention."

Mr. Robertson brought up the copyright question, and Mr. Fisher said the government would introduce legislation on the subject. Mr. Wilfrid Laurie said the passage of the Herschell bill now before parliament would not prevent the adoption of the Hall Gaine agreement.

The Orange Grand Lodge celebrated its labors to-night. The proceedings to-day were very harmonious, leading members who opposed Mr. Wallace last year being absent. Mr. Wallace and nearly all of last year's officers were re-elected. The Grand Lodge passed a resolution urging ratepayers to bill constitutional means to the re-establishment of separate schools in Manitoba.

DOMINION NEWS NOTES.

Gold From Peace River-U.S. Consul for Dawson-Reformatory for Manslaughter.

J. T. White has arrived at Edmonton from Peace River landing, bringing several splendid samples of gold, both fine and coarse, found on the river. He has three large pieces of gold amalgam, washed from bars near the crossing. The pieces are worth at least \$20 and are said to have been washed out in four days, working only six hours a day and using nothing but a shovel for washing pans.

At a picnic held at Pembina, N.D., on Monday the British flag was pulled down from a wagon on which it was carried by Canadian veterans from Emerson and torn to shreds. The affair has caused a good deal of hard feeling among residents along the boundary line.

It is probable that the Winnipeg rowing club will send a crew to the Canadian Association regatta at Toronto this year.

Word has been received of the death of Mrs. Sallens, late of Barrie, Ont., in Bolivia. She was the daughter of Jos. Locke of Barrie and married to a missionary. She left Barrie last July for mission work in Bolivia.

The battleship Renown, flagship of the British North American squadron, has arrived at Halifax from Bermuda with Admiral Sir John Fisher on board. J. C. McCook, the newly appointed U.S. Consul at Dawson City, and N. H. Burke, vice-consul at the same place, arrived in Montreal on Monday on their way to Dawson. They are from Philadelphia.

YUKON ROUTE SURVEYS

Approaches Through Yellowhead Pass and From the Coast to Be Sought.

Seventy-Five Thousand Dollars Voted-Yukon Already Paying Its Way.

(From Our Own Correspondent.)

Ottawa, May 31.-The Commons spent most of the day in supply, discussing canal matters, after which the vote of \$40,000 for Yukon route surveys was taken up. Besides this there was a vote of \$50,000 for a survey from the British Columbia coast to the Stikine.

Mr. Blair said the first was for a survey from Edmonton through Yellowhead Pass to the Pacific. There would be three parties, following Peace River and the Nelson to the Liard and westward, but possibly more southward. The lines proposed by the two routes would converge, probably at a point between the Yukon and the Stikine.

Mr. Fielding admitted that the votes on account of the Yukon for next year would amount to \$700,000, but he said that up to the present the Yukon was paying for itself. The items passed, as follows:

Mr. Robertson brought up the copyright question, and Mr. Fisher said the government would introduce legislation on the subject. Mr. Wilfrid Laurie said the passage of the Herschell bill now before parliament would not prevent the adoption of the Hall Gaine agreement.

SHORT DESPATCHES.

Fatal Explosion-New Mark for Scorcher-Chess Tourney Opening.

By the explosion of a boiler on an engine in the Hoosonic tunnel and Wilmington railway yesterday Zephaniah Douglas, the engineer, and E. Faulkner, the fireman, were killed, and engine was almost completely demolished. A passenger coach was partly wrecked and several persons sustained severe injuries.

The international chess masters' tournament begins at Vienna this morning. The supporters of various nations are in the Philippines have been made a message to the Spanish government complaining that the friars are subject to persecution and assassination through the machinations of secret societies there and in Spain.

At Baltimore, Md., yesterday Henry Smith set a new mark for long distance bicycle riders. In his 24 hour paced race with Robert French ending at 8 o'clock in the evening he covered 499 1/2 miles, and set track records above sixty miles were broken. Smith was off his wheel during the day three hours and eight minutes, making his actual riding time twenty hours and forty-two minutes.

R. A. Bayley, barrister, of London, Ont., will marry to-day the daughter of M. C. Cameron, the new Lieutenant-Governor of the Northwest Territories.

Low George Hamilton, secretary of state for India, is again mentioned in connection with the Governor-Generalship of Canada. The name of the Duke of Devonshire, the Prince of Wales, is also discussed.

Frederick Hall, a cratemaker, living at Burslem, the principal town in the district called the Potteries in Staffordshire, has murdered his wife and five children with a bill-hook and then committed suicide by cutting his throat. It is supposed that the man suddenly became insane.

HUNGER IN NEWFOUNDLAND.

Government Sending Steamer With Relief for the Ice Blockaded North Coast.

St. John's, Nfld., June 1.-Owing to the heavy ice floes on the north coast of the island the action has been blocked for weeks past. Vessels laden with provisions have been unable to reach there and the people are almost destitute, having used up all their winter supplies. This condition of things is unprecedented in the history of the colony. The government is sending a sealing steamer to-morrow laden with provisions to supply the needs of the population there.

THIRTY-FOUR DROWN!

Schooner "Jane Gray" Sinks Off the West Coast With Her Human Cargo.

Survivors Spend Thirty-Six Hours in Open Launch With Little Food or Water.

Schooner Not In-pected Before Leaving Seattle Although Reported for Passengers.

The American whaling schooner Jane Gray, which sailed from Seattle on Thursday, May 19, foundered three days later ninety miles north of Cape Flattery and thirty-four of the sixty-one persons who set sail on her perished. The survivors, twenty-seven in number, arrived here at an early hour yesterday morning on the sealing schooner Favorite, Capt. McLean, which picked them up at Kuyquot, after they had been adrift in an open launch, without water and with very little food, for thirty-six hours. The names of the victims of the disaster as far as known by Capt. Crockett and the survivors are:

- Eduardo Gara, Italy. Seconda Bissetta, Italy. Wm. Otten, Minnesota. Wm. F. Deterling, Minnesota. F. W. Ginter, Harrisburg, Penn. Ben E. Supper, Jr., Seattle. Wilbur T. Dorey, Lynnbrook, N.Y. Rev. Mr. Gamble, wife and child, St. Lawrence Island, Alaska. Edward F. Ritter, Poughkeepsie, N.Y. Horace Palmer, Poughkeepsie, N.Y. U. S. Hamilton, Illinois. Frank Salsbury. Arnot Johnson. W. H. Gleason. William Millay. Spencer W. Young. Phil C. Little. Andrew Carlson, member of crew. John Hawson, member of crew. Leon Arnsprung, member of crew.

The wreck and terrible loss of life can be credited to the shipping laws of the United States, which do not provide for the inspection of sailing vessels. The Jane Gray was built for the coast of Edouard, and was a small vessel of but 107 tons. She was not well adapted for the purpose for which she was built, but could hardly be said to be suitable for carrying passengers, but possibly more so for a cargo.

This fatal mistake the construction of the house was discovered as soon as the schooner reached the open sea, and those who had had some experience on board realized that there was trouble ahead, but the captain calculated that he could make the voyage to Kotzebue and continued northward, after leaving up the hawser pipe, through which the largest quantity of water was flowing. The ship was turned about, the hawser pipes stopped, and the ship continued on her way but the forward cabin, encountering a moderate gale, that the vessel was put about to allow the hawser to be stopped up. But even this did not keep the lower berths flooded all day Saturday. That evening the vessel was hoisted to the starboard side by the crew and Capt. Crockett and Mate Hansen, who had been on deck almost continuously for twenty-four hours, turned in for a rest, the second mate being left in charge. At midnight the schooner was pumped out and reported all right, but two hours later she took a list to the starboard side, and Capt. Crockett having been called, ordered all hands on deck. The passengers and crew hurried out, few having taken time to dress. The schooner was by this time on her beam ends, and two launches, which were being taken north by Major Ingraham and the members of Prince Luigi's mountain climbing party, were hastily launched, the Kenormna, in which the survivors reached shore being the first in the water. Capt. Crockett ordered the passengers and the crew to take to the launches but they seemed to be dazed and took no notice of the order as the Kenormna was being battered against the side of the sinking vessel Mate Hansen jumped into her to keep her off and called to those who were clinging to the railings and rigging to jump into the water and swim to the launch. A number of them did so but the others seemed afraid to take to the water or were crazed with fright, crying for help but making no efforts to save themselves.

The second launch was tied to the side of the schooner and when last seen there were four or five men in her. There is still a bare possibility that they cut loose before the vessel sank, otherwise they must have been drawn down with her, for as it was the launch was partly filled with water.

One of the ship's boats was smashed while being launched and the other for some reason was not cut loose. Nobody seemed to think of the little dory which was lashed to the top of the cabin or if they did, did not think it worth consideration. It floated off of its own accord and was not noticed until it was seen by the survivors who had been unable or afraid to reach the boat were clinging to the railings and rigging, crying for help, which those in the launch were unable to offer them. True they were safe in a boat, but they had neither oars nor paddle, which would enable them to reach their less fortunate companions. It was pitch dark at the time and whether the launch drifted out of sight and hearing or the schooner was swallowed up by the sea and the cries of her passengers and crew drowned, cannot be said, but suddenly, beyond the noise made by the wind and waves, the scene was changed to one of quietness, such only as prevails after the terrible disaster, the victims of which are awestruck.

LEPROSY IN THE EAST.

Indians Supposed to Have Contracted the Disease on a Minnesota Reserve.

Winnipeg, June 1.-[Special]-The Indian department is inquiring into the nature of the case of serious disease which affects some Canadian Indians in the Rainy Lake country near the Minnesota border. The disease is said to resemble leprosy and it is reported it was brought over by Indians who visited the Minnesota reserve where the disease has gained a considerable foothold. The matter is to be thoroughly investigated.

OFFICIAL REPORT.

Capt. Crockett, master of the schooner, made the following report to the United States consul: "By this public instrument of protest he is known and made manifest to all persons, that on the 19th of May, 1888, personally came and appeared before me A. E. Smith, United States consul, Victoria, B.C.; Ezekiel E. Crockett, United States consul, Seattle, Wash.; and the schooner Jane Gray of Seattle, Wash., registered tonnage 107 tons or thereabouts, official number and Matey John Hansen, who did solemnly declare and state as follows: The American whaling schooner Jane Gray left Seattle at 6 p.m. Thursday, May 19, 1888, on her way to Port Townsend, along with the schooner Moonlight. Encountered light variable winds through the straits of Juan de Fuca and about 4 p.m. Saturday, passed Cape Flattery out into the ocean in a moderate gale of wind when water began to come in through the hawser pipes flooding the lower berths on the starboard side in the house built forward on the upper deck. The ship was turned about, the hawser pipes stopped, and the ship continued on her way but the forward cabin, encountering a moderate gale, that the vessel was put about to allow the hawser to be stopped up. But even this did not keep the lower berths flooded all day Saturday. That evening the vessel was hoisted to the starboard side by the crew and Capt. Crockett and Mate Hansen, who had been on deck almost continuously for twenty-four hours, turned in for a rest, the second mate being left in charge. At midnight the schooner was pumped out and reported all right, but two hours later she took a list to the starboard side, and Capt. Crockett having been called, ordered all hands on deck. The passengers and crew hurried out, few having taken time to dress. The schooner was by this time on her beam ends, and two launches, which were being taken north by Major Ingraham and the members of Prince Luigi's mountain climbing party, were hastily launched, the Kenormna, in which the survivors reached shore being the first in the water. Capt. Crockett ordered the passengers and the crew to take to the launches but they seemed to be dazed and took no notice of the order as the Kenormna was being battered against the side of the sinking vessel Mate Hansen jumped into her to keep her off and called to those who were clinging to the railings and rigging to jump into the water and swim to the launch. A number of them did so but the others seemed afraid to take to the water or were crazed with fright, crying for help but making no efforts to save themselves.

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This fatal mistake the construction of the house was discovered as soon as the schooner reached the open sea, and those who had had some experience on board realized that there was trouble ahead, but the captain calculated that he could make the voyage to Kotzebue and continued northward, after leaving up the hawser pipe, through which the largest quantity of water was flowing. The ship was turned about, the hawser pipes stopped, and the ship continued on her way but the forward cabin, encountering a moderate gale, that the vessel was put about to allow the hawser to be stopped up. But even this did not keep the lower berths flooded all day Saturday. That evening the vessel was hoisted to the starboard side by the crew and Capt. Crockett and Mate Hansen, who had been on deck almost continuously for twenty-four hours, turned in for a rest, the second mate being left in charge. At midnight the schooner was pumped out and reported all right, but two hours later she took a list to the starboard side, and Capt. Crockett having been called, ordered all hands on deck. The passengers and crew hurried out, few having taken time to dress. The schooner was by this time on her beam ends, and two launches, which were being taken north by Major Ingraham and the members of Prince Luigi's mountain climbing party, were hastily launched, the Kenormna, in which the survivors reached shore being the first in the water. Capt. Crockett ordered the passengers and the crew to take to the launches but they seemed to be dazed and took no notice of the order as the Kenormna was being battered against the side of the sinking vessel Mate Hansen jumped into her to keep her off and called to those who were clinging to the railings and rigging to jump into the water and swim to the launch. A number of them did so but the others seemed afraid to take to the water or were crazed with fright, crying for help but making no efforts to save themselves.

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Major Ingraham and the Italian mountain climbing party were going to scale Mount St. Elias to complete the work commenced last year by Prince Luigi. Two of the Italians lost their lives, the party's very valuable outfit, like every thing else on the schooner was lost. The Major, however, expects to make a second start very shortly.

The launch in which the survivors reached shore was but 28 feet long with a nine-foot beam, and the ordered condition of the ship, the crew, who had to propel their craft with pieces of lumber, having but a small piece of canvas to reach, and the fact that they were forced to sit huddled together for thirty-six hours, at times wet to the skin with spray from the waves.

With the exception of Mr. Pennington, Seaman Carlson and Cooks Johnson and Olson, the survivors left for Seattle on the City of Kingston yesterday morning, the crew following on the North Pacific last night. The crew were provided for by United States Consul Smith, during their stay here and were furnished with transportation to Seattle. Johnson and Reilly, the two men picked up by the launch after daylight broke say that when they were washed overboard by the waves, they remained on the schooner, the men having dropped or been carried off one or two at a time. They succeeded in landing on planks, which fact they owe their lives, the others having sank as soon as they lost their hold on the railing.

Seaman Carlson, who was on watch when the schooner commenced to sink and gave the alarm, says the gale was not an ordinary one such as a schooner of the Jane Gray's size and build should have lived through. She was full of cargo, besides the temporary deck houses, carried a deck cargo of coal, water barrels, the two launches and a small boiler, so that she was pretty well crowded to the top, and was in the water as the cargo was light. The waves washed over her deck and the scuppers having been closed up when the house was built, the water came in through the scuppers, were kept busy and the cabin bilged out, but early on Sunday morning he noticed that the vessel was keeling over and he crossed the deck, and the crew, who turned ordered all hands on deck. In less time than it takes to tell the schooner was on her beam end, and sinking rapidly. It was very dark at the time and raining heavily, but there was not a severe gale. The excitement was terrible, the men praying and crying for help. Everything possible was done to save the passengers, but they seemed reluctant to take to the boats.

Previously the listing of the schooner, Mr. Carlson said she had been acting well.

At the American consul's office yesterday Charles Olson and Albert Johnson, the cooks of the schooner, made the statement that they had told the passengers on Saturday, the day that the wreck occurred, that the schooner was carrying the vessel should be taken to Neah Bay or some other nearby harbor. Asked as to whether they had spoken to the captain in any official manner during the voyage, they say they had not. He was captain of the vessel, they said, and no doubt knew his business better than they, and they steadfastly stuck to their opinion that the schooner should not have continued on her voyage.

The Jane Gray was built in Bath, Maine, in 1887, and was therefore not an old vessel. For a number of years she was operated from San Francisco as a whaler, being bought last year by the McDougall-Southwick Company, the large drygoods firm of Seattle, or either purchased or chartered to run between Seattle and Kotzebue Sound. This was her first trip since being fitted out for the Alaska trade, and according to Mr. Pennington did not undergo an official examination before starting on her voyage, although he says he believed she was examined by the insurance inspectors. Her cargo was valued at \$100,000, and consisted of twenty-five or thirty thousand dollars, consisting of the outfits of the miners and mountain climbers, and the cargo of the schooner, which was valued at \$25,000 in cash, not even having time after the alarm was given to save their pocket books.

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NEWS OF VANCOUVER.

Two Wings of Local Opposition Flapping in Unison Against the Government.

Armory Appropriation Granted at Ottawa-Herd of Cattle for Dawson.

Plebisite Campaign Opens in Westminster-High Water in the Fraser.

(From Our Own Correspondent.)

Vancouver, May 31.-An English syndicate was attempting to get 1,000 head of cattle through alton Dawson. Four hundred start from here to-morrow by the steamer Transfer, No. 1, now ready to load in Vancouver harbor, and 600 leave Seattle to-day by the steamer Skookum. The entire consignment will be taken care of by Mr. C. W. Thebo, who has had previous similar trips.

An effective bit of "quickchange business" was made by Messrs. Cotton and Martin between the morning hours of Saturday last and the evening of the same day, when a meeting was held of various sections of the opposition party. It was suddenly decided, only an hour or two before such meeting, to change the description of the gathering, which of those in Vancouver who felt in antagonism to the provincial government and who were nevertheless not in accord with the present opposition. But during the day the men of the "Province" found that Mr. Martin and his friends badly before daylight when they picked up friends, who for their part heartily reciprocated the feeling. A compromise must be made, was at once their mutual resolve. So both parties arranged to agree to divide the four opposition candidates for Vancouver, two of the names to be left to the choice of the majority element and two to that of the friends of the "Old Guard." This of course knocks out completely two men who quite expected to be on the Bostock ticket, but so far as an opposition nomination is concerned, it lets in Mr. Martin nicely, with in all probability Mr. McPherson, E. J. as his colleagues, leaving Mr. Cotton and another to be nominated in coalition by the former oppositionists. Mr. Cotton thus succeeds in a formidable movement, the only of withdrawing a few little innocuous does hurled at the recent arrival from Manitoba, and the two gentlemen will stand side by side as candidates, "playing the parts of the two kings of Brentford smiling at one another," each, however, hoping that he may be the other, may in the not too distant future prove fortunate enough to pluck it, when the time comes for the division of the

The men of the Vancouver militia companies are well pleased to learn that at last very tardy justice is to be done them by the Dominion government in the form of a sufficiently substantial vote-one of \$20,000-to commence the building of a large and fairly well appointed drill shed and armory.

The Vancouver city council will this afternoon inspect the sites of several possible future locations, ground lately needed within fairly central districts of the town.

Barclay Bonthron returned from the west coast of Vancouver Island, inspecting the numerous properties in that district belonging to the B. C. Agency and the B. C. Gold Trust Companies. The result of his examination on active operations at different points in various parts of the copper belt.

Preparations are being made by several of the small owners of copper property on Vancouver Island to make trial shipments of ore from their claims, in hopes that the smelter returns will be sufficiently favorable to justify attention on the part of heavier companies.

The tram bridge over False Creek will have to be cut again in a day or two in order to make way for the passage of the James Donville and several other stern-wheelers for the Yukon that are rapidly nearing completion in False Creek. This will suspend tram service to the Fairview suburb via False Creek for a day.

As an evidence of the hopeful outlook for the coming season in mining circles, a number of local mining men are commencing to run between Seattle and Kotzebue, meaning on the recent increased number of enquiries regarding copper properties, which are being received locally from various financial centres in the Old Country.

WESTMINSTER NOTES.

The West Westminster prohibitionists began their plebisite campaign on Sunday night with a mass meeting held at Sapperton at the Presbyterian church. The chair was taken by Mr. H. B. Kennedy, M.P., and several stirring addresses were delivered to a fair attendance of sympathizers.

There is again some danger of floods in the Fraser as the water in the Sumas district is as high as it has been at any time at this period and is little more than 10 inches below the bank.

Mrs. Stratton, the most severely injured among the passengers who were in the recent inter-urban railway accident, will be confined to her room for some ten days yet suffering from a broken rib and a severe concussion of the head. The New Westminster council has advertised for sale for tax arrears a formidable list of city properties.

The people of the Burnaby district of Burnaby and South Vancouver are holding a meeting this week in the West Burnaby school house, probably on Thursday, with a view to petitioning the provincial government to establish a small horticultural experiment station in the district.

Citizen-Mr. Greatnam, I heard a curious debate the other evening. The subject was: "Can a politician be a Christian? What's your opinion?" Mr. Greatnam, (local statesman)-Nah, but he'll get licked.-New York Week-

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DAWSON TO THE COAST

Patrick Galvin and Party Narrowly Escape Starvation on the Long Trip.

Deserted by Their Indian Guide They Were Lost in a Wilderness of Snow.

River Is Open From La Barge to Dawson and Crowded Boats Are Going Down.

News of the arrival at Skagway on Tuesday last of Patrick Galvin, the millionaire, with three companions, after a hard trip, was received on the Athenian Sunday. The particulars of the trip are contained in the following letter from Mr. J. D. Barry, the special correspondent at Skagway of the San Francisco Chronicle, which was also received on the Athenian.

Skagway, May 24.—Arrived in tatters and with toes protruding through his moccasins, Patrick Galvin, a Yukon millionaire, walked into Dawson late this afternoon. With him were Ed. D. Hickman, Charles W. H. Schulz and Louis Mazade, Galvin and Hickman left Dawson on the 12th inst. for the purpose of making the head of Lyaw Canal where that remained of the winter trail. They were woefully deceived in this respect as a consequence came near starving to death, having been lost for over six days in a wilderness of snow. Galvin was desirous of reaching Dawson as early as possible in order to close a big mining deal into which he entered while in London last winter. Navigation to St. Michael's had not yet opened, so he engaged Hickman to drive his dogs, and set out over the ice. On the way up these two overtook a telegraph wire as far as possible in order to close a big mining deal into which he entered while in London last winter.

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STREET IMPROVEMENT

City Engineer Submits Estimates of the Cost of Repairing the Principal City Streets.

Several Protracted Discussions Prolong the Regular Meeting of the City Council.

The Mayor and aldermen sat for three hours Monday evening and then did not transact all their business before them, an adjournment being taken until this evening at eight o'clock, when the report of the committee on water rates will be taken up. There was a lot of business for last evening's meeting, which opened with the passage of a vote of thanks to the Victoria & Sidney Railway Co. for supplying trains for the excursion to the foot of the mountain. A number of minor complaints and requests were received and referred to the proper committee. Among the more important was one from Mr. R. Smith calling attention to the dangerous condition of a sidewalk on Cook street; residents of Victoria West complaining of an open drain on Mary street; and from residents of the centre of the city complaining of the cinders from chimneys.

Mr. J. S. Yates wrote on behalf of Mrs. Erb, asking for the removal of certain trees in the cemetery. Reference was made to the committee. A letter was received from Mr. J. Coigdarrippe, protesting against the manner in which the poundkeeper carried out his duties. The poundkeeper had told him that cattle could be allowed to run outside certain limits and had another interview with the poundkeeper, which Mr. Coigdarrippe had turned out. A committee consisting of Ald. McCandless, Williams and Humphrey was appointed to investigate the complaint. The city engineer submitted the specifications for the construction of a wall to protect the foreshore of Ross Bay all are leaving who can possibly do so. There are many who business requires that they be removed from the country where they will be out of range of American gunboats. The committee will be asked to raise the grade of Birdcage Walk, opposite the new parliament buildings. The engineer also submitted the estimate for the extension of Douglas street across James bay to Belleville street. The report was laid on the table.

The water committee reported that it would cost \$537 to extend the water main along Fowl Bay road, outside the city limits, as requested by Mr. Coigdarrippe. The revenue would probably be \$75 per month. The council decided not to extend the main beyond the city limits. The old men's home committee were empowered to admit Sewell Simpson to the home, if his certificates were found to be proper. Hon. Mr. Justice Drake and two hundred others approved the amendment proposed by Ald. McGregor for the extension of Douglas street across James bay to Belleville street. The report was laid on the table.

Residents of Victoria West asked for a statement of the money expended and the taxes collected in that district during the last five years. The petition was referred to the finance committee and auditor to report. Two members of the street committee recommended that a concrete gutter be laid along the permanent sidewalk. The committee also recommended that the contract for those be awarded to Nicholas & Co. for \$400 per foot. The committee also recommended that the contract for those be awarded to Nicholas & Co. for \$400 per foot.

The Mayor considered the last item a little irregular as the committee had acted on a report from the engineer to the council, before the council had seen the report. Ald. Humphrey explained that he had not signed the report as the question of repairing Broad street had not been discussed at the committee meeting which he attended. Before leaving the meeting he had asked Ald. Williams if there was any work and was told that there was none.

There was one motion that the report be taken up clause by clause; an amendment by Ald. Humphrey to remain in the exception of the vote for Broad street and an amendment to the amendment that the whole report be adopted with the exception of the vote for Broad street. The report was taken up clause by clause only the clauses adopted with the exception of the Broad street clause, which was laid over after a long discussion as to which street needed repairs the most. Johnson or Broad.

Victoria, B.C., May 25, 1898. To His Worship the Mayor and Board of Aldermen: Gentlemen—I have the honor to submit the following report on the several matters that were referred to me. Re Douglas and Blanchard streets: as the street is so worn the only economic way of repairing it would be to have it picked over and macadamized, estimated cost, \$1,440. The following is the estimated cost of macadamizing the streets: Johnson street between Wharf and Broad street . . . \$1,440 Broad street between Fort and Douglas streets . . . 864 Douglas street between Fort and Broad street . . . 375 Douglas street between Fort and Broad street . . . 1,250 and Comorant . . . 250 Total . . . \$4,968 Respectfully submitted, E. A. WILMOT, City Engineer.

After a long discussion the report was laid over for two weeks. The Mayor stated that there was but \$3,000 left for street work, exclusive of the regular monthly appropriation. The motion for the destruction of partially burned buildings on Pandora and Fort streets was adopted. The formal enquiry as to the condition of the houses in the city was held on to-day. The cemetery amendment by-law was passed. Ald. McGregor moved the second

reading of the by-law to amend the street by-law, prohibiting the use of wood cutting machines on the streets and dealing with other minor matters. The motion was carried and the council went into committee on the by-law. Besides dealing with the wood cutting machines the by-law regulated the erection of hitching posts and awnings. When the clause to prohibit the use of wood sawing machines came up it was explained that a clause had been inserted in the Municipal Clauses act preventing the council from prohibiting the use of machines on the street, but allowing them to regulate the machines used. McGregor therefore proposed an amendment providing that the machines could be operated only from five to nine in the morning. After a long discussion the committee rose and reported progress and the council adjourned until this evening at eight.

ADVENTURES ON THE TRAIL. A Newspaper Man Writes of the Experiences of Himself and His Party. Writing to a friend in this city from Lake Linderman, under date of May 17, Col. D. McGregor, the veteran British Columbia newspaperman, has the following to say of the adventures of himself and his party on their journey to the North: We left Dyes soon after breakfast and secured passage in a heavy lumber wagon on Canyon City, a collection of rough shacks and tents, with saloons, hotels, bank houses, restaurants and outfitters predominating. Here we remained for dinner and had a fairly good meal for forty cents each. We then proceeded to the foot of the mountain. We took a mountain trail to Sheep Camp, a small town and rather dirty, containing at date about 2,500 people. We took lodging here in the principal hotel for the night, paying at the rate of \$2 per day. Next morning we started, four in company, on the most treacherous part of the journey—the ascent of the far-famed Chilcot Pass—and succeeded in reaching the Summit safely, making the climb in three days. On our way up we met several parties fatigued and disheartened, returning to their homes in more congenial climates. Among all the good looking and seemingly in the prime of life. "Before leaving home," he said, "I thought I was equal to the task, but on reaching part way up to the Summit I concluded I had enough of it and now I bid adieu to my native land. The climate here is inclement and changeable. Extremes come suddenly, especially on nearing the top. The weather is greater danger seems to be exposure to those sudden changes when men are fatigued as they almost invariably are at this particular stage of the tramp. The scenery may be termed "wild and romantic" but nevertheless it is a bleak and most inhospitable region. The snow storm. No vegetation is to be seen for miles around—nothing but mountain peaks and crags covered with eternal snows. Wood for fuel is selling here for five cents per pound; coal at \$25 per ton and mules at one dollar. One of our party refused here all night to attend to freighting our outfits down to the lakes. He paid one dollar for sleeping quarters in a tent and another for a post and a blanket for a blanket to protect him from cold. We are now camped on Lake Linderman awaiting favorable weather. There are about 3,000 people here on their way to the gold fields. Some have been here for several months, some are expected to be here in a few days. Those who had no boats shipped from the outside over the passes are busily engaged saving lumber for that purpose and building their boats here. There are about 5,000 people at Lake Bennett, at the junction of the Chilcot and the Klondike. All are waiting for the opening of navigation. All communication from the interior is now cut off owing to the dangerous condition of the trails and the ice on the lakes. It is expected that in about ten days the lakes will be clear of ice, the Klondike trail will be open. It is estimated that there are about 10,000 people camped at the lakes—Linderman and Bennett. The large proportionate number of women among those making their way to the gold fields, probably has no precedent in the history of mining stampedes. The trail over the Chilcot is reported to be the best in winter is now scarcely passable. The bodies of three of the victims of the Chilcot disaster were recovered to-day. They were found buried under two feet of snow at the entrance of the Summit trail, known as the Peterson Pass. The bodies have not yet been identified. With the exception of some deaths caused from over exertion and exposure, there is little or no sickness in camp. The remains of a man named William Kent were borne to their last resting place to-day. He is reported to have died of cholera. He was buried here in April last from Aberdeen, Wash. While freighting his outfit over the mountain trail he contracted cholera, which he died of. He was buried with Masonic honors; Rev. Mr. Lyon, English church missionary, officiated. A large number of the Klondike pilgrims, including several ladies, followed the remains to the grave. He was buried on Canyon Point.

STREET IMPROVEMENT

City Engineer Submits Estimates of the Cost of Repairing the Principal City Streets.

Several Protracted Discussions Prolong the Regular Meeting of the City Council.

The Mayor and aldermen sat for three hours Monday evening and then did not transact all their business before them, an adjournment being taken until this evening at eight o'clock, when the report of the committee on water rates will be taken up. There was a lot of business for last evening's meeting, which opened with the passage of a vote of thanks to the Victoria & Sidney Railway Co. for supplying trains for the excursion to the foot of the mountain. A number of minor complaints and requests were received and referred to the proper committee. Among the more important was one from Mr. R. Smith calling attention to the dangerous condition of a sidewalk on Cook street; residents of Victoria West complaining of an open drain on Mary street; and from residents of the centre of the city complaining of the cinders from chimneys.

Mr. J. S. Yates wrote on behalf of Mrs. Erb, asking for the removal of certain trees in the cemetery. Reference was made to the committee. A letter was received from Mr. J. Coigdarrippe, protesting against the manner in which the poundkeeper carried out his duties. The poundkeeper had told him that cattle could be allowed to run outside certain limits and had another interview with the poundkeeper, which Mr. Coigdarrippe had turned out. A committee consisting of Ald. McCandless, Williams and Humphrey was appointed to investigate the complaint. The city engineer submitted the specifications for the construction of a wall to protect the foreshore of Ross Bay all are leaving who can possibly do so. There are many who business requires that they be removed from the country where they will be out of range of American gunboats. The committee will be asked to raise the grade of Birdcage Walk, opposite the new parliament buildings. The engineer also submitted the estimate for the extension of Douglas street across James bay to Belleville street. The report was laid on the table.

The water committee reported that it would cost \$537 to extend the water main along Fowl Bay road, outside the city limits, as requested by Mr. Coigdarrippe. The revenue would probably be \$75 per month. The council decided not to extend the main beyond the city limits. The old men's home committee were empowered to admit Sewell Simpson to the home, if his certificates were found to be proper. Hon. Mr. Justice Drake and two hundred others approved the amendment proposed by Ald. McGregor for the extension of Douglas street across James bay to Belleville street. The report was laid on the table.

Residents of Victoria West asked for a statement of the money expended and the taxes collected in that district during the last five years. The petition was referred to the finance committee and auditor to report. Two members of the street committee recommended that a concrete gutter be laid along the permanent sidewalk. The committee also recommended that the contract for those be awarded to Nicholas & Co. for \$400 per foot. The committee also recommended that the contract for those be awarded to Nicholas & Co. for \$400 per foot.

The Mayor considered the last item a little irregular as the committee had acted on a report from the engineer to the council, before the council had seen the report. Ald. Humphrey explained that he had not signed the report as the question of repairing Broad street had not been discussed at the committee meeting which he attended. Before leaving the meeting he had asked Ald. Williams if there was any work and was told that there was none.

There was one motion that the report be taken up clause by clause; an amendment by Ald. Humphrey to remain in the exception of the vote for Broad street and an amendment to the amendment that the whole report be adopted with the exception of the vote for Broad street. The report was taken up clause by clause only the clauses adopted with the exception of the Broad street clause, which was laid over after a long discussion as to which street needed repairs the most. Johnson or Broad.

Victoria, B.C., May 25, 1898. To His Worship the Mayor and Board of Aldermen: Gentlemen—I have the honor to submit the following report on the several matters that were referred to me. Re Douglas and Blanchard streets: as the street is so worn the only economic way of repairing it would be to have it picked over and macadamized, estimated cost, \$1,440. The following is the estimated cost of macadamizing the streets: Johnson street between Wharf and Broad street . . . \$1,440 Broad street between Fort and Douglas streets . . . 864 Douglas street between Fort and Broad street . . . 375 Douglas street between Fort and Broad street . . . 1,250 and Comorant . . . 250 Total . . . \$4,968 Respectfully submitted, E. A. WILMOT, City Engineer.

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The Colonist.

THURSDAY, JUNE 2, 1892. A PROGRESSIVE POLICY.

Very much remains to be done in British Columbia before it takes that position which its great natural wealth entitles it to occupy. Extensive public works must be undertaken, for the domain to be opened up to settlement and enterprise is enormous. Development is handicapped by distance. In order to properly promote the vital interests of the province, it is necessary in the first place to have a better understanding with the Dominion. The Colonist has no intention of inaugurating a campaign of secession, for it is not so foolish as to set itself against the whole trend of public opinion in the Empire, which is for consolidation; but it has no hesitation in taking the position that Canada owes a debt to British Columbia, which it is in duty bound to discharge. One of the first acts of the government after the elections ought to be, and doubtless will be, to place before the Dominion ministers a fair statement of what this province has done for Canada and what Canada has in return done for this province. A very strong case in the interest of British Columbia can be made out, and we are very hopeful that it will be recognized in a proper manner.

The policy of the local government is the advancement of the interests of British Columbia. As individuals the ministers and their supporters have their views on federal questions and vote according to them, but when it comes to promoting the welfare of the province, they are neither Conservatives nor Liberals, but only British Columbians. It would be a regrettable thing if it ever should come to pass here that the government should become a mere adjunct to one or the other of the political parties at Ottawa, afraid to ask for justice for fear of embarrassing friends or being snubbed by opponents. The interests of the province are so great, so diverse and so difficult to present properly, that it well behooves those having charge of them to be absolutely free, in approaching the Ottawa ministry, from any political entanglements.

That the time has come when the claims of British Columbia upon the Dominion must be presented with clearness and be urged with determination cannot be denied. In what shape relief ought to be sought is a matter for future consideration; but that some relief must be forthcoming cannot be denied. We use the word "relief," not in the sense of a remedy for distress, but in that of reparation for injustice, and we have sufficient faith in the good sense and fair dealing of the people of Canada to believe that when the case has been properly presented it will be equitably met.

The basis of the claim for better treatment is the fact that this province contributes very much more per head to the revenue than any other portion of Canada, while the federal expenditure here falls very far short of what is paid in to the treasury. Of course all the provinces must pay in more than they get back; otherwise there would be nothing left for the expenses of the federal government and the interest on the public debt; but the balance of British Columbia's contribution is so out of proportion to that of the others that it only needs to be pointed out to attract attention at once. The government of the provinces can very properly approach that of the Dominion, and having pointed out how liberal and progressive it has been in its own efforts to promote provincial development, ask that a larger share of what is needed in the future shall be borne by the Dominion, which receives directly more benefit from it than the province. It does not follow that this means a recasting of the financial arrangements between the Province and the Dominion. Probably it would be better to put the matter in another way, for the moment the door is opened for changes in the federal contributions to any one of the provinces all the others will have claims to make. It seems to us that the better plan is for the local government to press the financial case in the strongest possible way, and with this to present its views of what the province requires in order that the most may be made of its great resources. Having done this, it can be demonstrated, to the satisfaction of any reasonable person, that money laid out in opening up British Columbia will be a remunerative outlay to the Dominion. This might be followed up by the suggestion of a plan whereby the two governments could co-operate in providing the necessary improvements, the Dominion to bear the greater part of the expense and the province to contribute in the way of certain local taxation, to be borne directly by the localities to be most directly benefited. In other words, the plan ought to be for the Dominion, which will receive the greater part of the revenue from the people who will be led to settle in the province by the contemplated improvements, should be at the greater part of the cost of these improvements, and the localities directly assisted should meet the remainder. In this way no burden would fall upon the people of the province that are already settled.

As has already been pointed out in these columns, there has been steady progress in the policy of railway aid adopted by the government of British Columbia. The plan followed in respect to the Coast-Tsagin railway was a great advance upon any previous one. It is time for another step forward, but as the next one, which is above indicated, calls for the co-operation of the federal government and must receive the sanction of the parliament of Canada, it will require time for its working out. It would not have met the emergency to be dealt with at the last session of the legislature; but while the results of the policy then pursued are being worked

out, the provincial government can use its best endeavors to secure success for a new departure along the lines above mentioned. We believe these views will commend themselves to the people of the province.

ENEMIES OF THE PROVINCE.

The opposition are the enemies of the province. They may not intend to be such, but they are. They have fallen in to their present position probably because they have been so blinded by prejudice and lust for office that they have not seen whether their steps were leading them. In the house and in their newspapers the opposition have represented the province as overburdened with debt, have insisted that its taxation is excessive, have declared that its laws are passed and administered in the interests of a few favored corporations, have alleged that its ministers are corrupt, have argued that its credit is strained to the last notch, have asserted that its resources would not warrant a liberal policy of development, have opposed every measure looking to the introduction of capital, have assumed a hostile attitude towards all men of enterprise and means, have decryed the province in a score of ways whenever by so doing they could make an imaginary point against the government. If the things, which the opposition say are true, are in point of fact true, the province is no longer a place to which we can in justice invite men of enterprise and capital to come. Readers of United States papers have seen how the libellous statements of the opposition press have been copied there for the purpose of supporting the claims of rival cities and districts. If the finance minister were to-day to go to London to negotiate a loan he would in all probability be confronted with the allegations that have been made by the opposition as to the burden of the debt, the grinding nature of the taxation, the wastefulness and extravagance of the administration and the unfitness for development of every section of the province which the government has endeavored to develop. He would probably say in reply that the people who make these assertions really do not believe them, but are only seeking to create a prejudice against the government, so that they themselves may get into office, but to this the answer would doubtless be made that in no other place in the world do politicians feel called upon to decry their country. The minister would be asked to point if he could to anything which an opposition member of the legislature has said in his place in the house, or to anything which an opposition paper has set forth in its columns, that indicates faith in the future of the province or any belief in its resources and possibilities as such as have been renounced by government supporters and the government press. He could not do so. He would be obliged to confess that all the enthusiasm, all the earnestness, all the expressions of deep conviction as to the future of British Columbia have been from the government and those who support it. He would be utterly unable to point to a speech delivered in the house by an opposition member or an article printed in an opposition newspaper, which would support his position that the province is on the high road to prosperity, that it has great wealth to be developed and that it can afford to embark upon a progressive policy. If on the other hand there should be any person in London who desired to hamper him in his financial operations, he would find plenty of material in opposition to speeches and editorials.

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sympathy with the movement, we hope that nothing will occur to prevent the electors of Victoria from having an opportunity to express a renewed confidence in the premier personally as well as in his government. He deserves well of Victoria and can be elected here with the greatest ease.

It is surprising how much of a figure local prejudice cuts in everything. Here we have the Golden Era complaining bitterly because money has been spent in promoting railways anywhere else than so as to secure a line from Golden to the International Boundary. This would doubtless be a useful road; but who, except a Golden man, would give it the first place in the railway policy of British Columbia?

In Messrs. Peoley and Bullen Esquimaux has two candidates closely identified with its interests. Why should the voters of that constituency refuse the services of men of their stamp and take Mr. Higgins, with his variegated political record, or Mr. Hayward, who though a thoroughly respectable man has scarcely that experience in public affairs or that stake in the country, which is possessed by either of the gentlemen on the government ticket?

Of the members of the opposition Messrs. Williams and Kennedy are out of politics; Messrs. Hume and Kellie are said to be in the same condition; Messrs. Vedder and Forster are likely to be turned down by their constituents and Mr. Cotton is in a state of uncertainty. More than half of Mr. Scullin's followers are as good as out of the fight already.

Some of the papers are making a great deal of fuss over the amendment to the ballot law. Persons who have had experience with open voting, ordinary ballot and secret ballot will testify that there is about as much wrong practice under the one as under the other. It takes a different shape, that is all. We do not believe that there is anything like the amount of bribery and coercion practised at elections that some people think.

All outstanding questions between the United States and Canada are to be settled by mutual concessions, so it is said. It is easy to get thus far in such negotiations, but before the concessions have been determined upon there will be a good deal of debate and no little difficulty.

The candidature of Mr. Henderson in New Westminster seems to be troubling our friend the Columbian a very great deal. It is unfortunate in having a candidate, who it says is unpopular. Mr. Brown has no lack of ability. What he seems to be short of is friends.

The Mail and Empire says that Klondike has become a memory. If the Toronto paper will have a little patience it will hear something from the Golden North one of these days that will awaken even its appreciation.

Mr. Richard McBride, whom the Sun describes as "Westminster's brilliant young barrister," is to take the field as a candidate in Dewdney in the government interest. The Sun says that riding is "as safe as we had it."

We hardly understand the despatch to the Toronto Globe about the Coast-Tsagin railway. The British Columbia government have received no intimation from Messrs. Mackenzie, Mann & Co. that they will not construct the railroad.

A New Brunswick paper says that seventeen people have been drowned this spring upon the St. John river lumber. And yet they talk down there about the perils of the trip to Klondike.

Mr. John L. Retalick, who will be the candidate in Slocan of the supporters of the local government, seems to be well-assured of his election. The Slocan news says that although he is from "the other side of the district" he is so good a man that he will receive its hearty support.

The Columbian has reached the conclusion that the Turner government must go. The electors intend that the Turner government shall go right on administering affairs in the same conscientious and progressive manner that has characterized them during the past four years.

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE.

CURE SICK HEADACHE. Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, biliousness and preventing this annoying complaint, which also corrects all disorders of the stomach, stimulates the liver and regulates the bowels. Even if the only headache.

JUSTICE FOR BRITISH COLUMBIA. Parliament will soon be prorogued, and British Columbia will search the list of legislation in vain for any evidence that the ministry appreciates the necessities of the Coast or is ready to help aid in the advancement of British Columbia.

HUDYAN HUDYAN HUDYAN. The cures effected have been lasting ones. You write yourself to these men whom we have cured.

HUDSON MEDICAL INSTITUTE. Stockton, Market and Ellis Sts. SAN FRANCISCO, CALIF.

NOTICE. A special Court of Assize, Nisi Prius, Oyer and Terminer, and General Goal Delivery will be held at Hazelton, in and for the County of Naham, on Wednesday, the 15th day of June next.

NOTICE. Ninety days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situate in Cassiar District, British Columbia: Commencing at a post marked "High Spring's S. W. corner post," running thence north forty chains, thence east forty chains, thence south forty chains, more or less, to the bank of Stikine river, thence following the bank of Stikine river, thence east following the bank of the river, thence south about one-half mile above the mouth of Telegraph creek. Dated this eighteenth day of April, A. D. 1892.

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CASTORIA For Infants and Children. The little child who is so every day.

COLUMBIA FLOURING MILLS CO. Enderby and Vernon. Brands HUNGARIAN, PREMIER, SUPERFINE AND SPECIAL. R. P. RITHET & CO., Victoria Agents.

Guilty or Not Guilty? Not guilty my Lord, I was in the sham with the 5th Regiment on the 25th. Prices of flour, sugar and meats very firm. Maple syrup by the gallon fresh from the sugar bush.

PROVINCIAL SECRETARY'S OFFICE. HIS HONOUR the Lieutenant-Governor has been pleased to make the following appointments: 12th May, 1892. Ralph Grassman, of Fort St. James, Stuart Lake, Esquire, to be a Mining Recorder, to reside and usually perform the duties of his office at the said place.

Theodore Davis, Deceased. STATUTORY NOTICE TO CREDITORS. Notice is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Theodore Davis, late of the City of Victoria, Chief Justice, deceased, are hereby required to send in writing the particulars of their claims or demands (only verified, and the nature of the securities (if any) held by them, to John McKinnon, Room 21, Board of Trade Building, Victoria, agent for Joseph Nisgams and John McKinnon, the executors of the will of the deceased, on or before the 23rd day of July next, after which date the said executors will proceed to distribute the assets of the said Theodore Davis amongst the parties entitled thereto, having regard only to the claims of which they have had notice, and that the said executors will not be liable for the assets, or any part thereof, so distributed, to any person who has not claimed the said assets, or any part thereof, at the time of the distribution.

EDUCATION. NOTICE is hereby given that the annual examination of candidates for certificates of qualification to act as teachers in the Public Schools of the Province will be held as follows, commencing on Monday, July 4th, 1892, at 8 1/2 A. M.: Victoria... In South Park School Building, Vancouver... In High School Building, Kamloops... Each applicant must forward a notice, thirty days before the date of the examination, stating the class and grade of certificate for which he will be a candidate, the optional subjects selected, and at which of the above-named places he will attend.

PROVINCIAL SECRETARY'S OFFICE. HIS HONOUR the Lieutenant-Governor has been pleased to appoint the undermentioned persons to be Collectors of Votes, under the provisions of section 16 of the "Redistribution Act, 1888," namely: Josiah Stritree, of Donald, for the North Riding, East Kootenay Electoral District; Charles M. Edwards, of Fort Steele, for the South Riding, East Kootenay Electoral District; John D. Sibbald, of Revelstoke, for the Revelstoke Riding, West Kootenay Electoral District; Alexander Lucas, of Kaslo, for the Slocan Riding, West Kootenay Electoral District; Kosterick F. Talmie, of Nelson, for the Nelson Riding, West Kootenay Electoral District; John Kirkup, of Rossland, for the Rossland Riding, West Kootenay Electoral District; Leonard Norris, of Vernon, for the East Riding, Yale Electoral District; Walter E. Anderson, of Union, V. I., for the Comox Electoral District; Harry G. Welburn, of Hazelton, V. I., for the Hazelton Electoral District; Thomas Fletcher, of Alberni, V. I., for the Alberni Electoral District; Herbert Stanton, of Nanaimo, for the Nanaimo City, North and South Nanaimo Electoral Districts; and His Honour the Lieutenant-Governor has been pleased to appoint the undermentioned persons to be Distributing Collectors, under the provisions of section 17 of the said Act, namely: In the former Electoral District of East Kootenay, James F. Armstrong, of Fort Steele; In the former Electoral District of West Kootenay, George A. McPherson, of Nelson; In the former East Riding of Yale Electoral District, Hugh St. Q. Cayley, of Grand Forks.

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THE S... The Grand... Long... Two of the... to A... The spirit... before Mr... the day's sit... business wa... visit to th... of Barrie... Simcoe, H... beside Mr... morning sit... After the... the followi... W. F. Bul... A. J. W. F... R. L. Drury... Geo. A. Gil... Graham, A... T. Hooper... A. K. Mun... Stevens an... Mr. A. G... general, app... Mr. Robert... Wolf mem... Having inst... in their in... McColl laid... documents, t... two of the... adjournment... clock while... the indictme... Upon the e... jury brought... Wm. Goller... Mr. Sh... tering... John Calla... Martha Wo... W. S. Jock... Joseph Bar... to murder... M. V. Ruth... the Robert... on who had... charge of ste... changed to... McColl refuse... indictment... grand jury... would instruct... libel cases ag... at one of o... in the Will... William Goll... thirteen so... prisoned, he... pleaded guilty... the prisoner... mercy, urging... his first offer... gaol already... Sentence was... John Callan... arrested. W... of Montreal... 18, but was... He had... sentenced to... gaol... Arthur Sharp... to the Chi... vege Bay. He... \$500, his bon... and C. G. I... the bail est... reason why th... produced. A... for Shrapnel... Charles W... charge of stea... He is out on... Mr. George P... the defence, b... pressed his... making an app... bail... The case of... the murder... postponed till... Dallas Helm... Walls appear... and G. Smith... and Mr. R. C... Helmcken stat... that the mur... had not had... defence. He... lay till Thurs... on the morn... till this morn... case Mr. Hel... go on then th... the morn... Crown did not... very serious... the court... morning at 10... SENTEN... The Murderer... Pay With... News has b... of the outco... of the Indian... early part of... William E. E... rancher of th... which was p... remembered... the upper cou... sion of his fi... the wilderne... the law prom... by the Indian... to see who... cated and ju... through the... that the mur... headed and h... him beyond t... trial took pl... and on cont... tenced to dea... THE... Loss During... ably A... The fire rec... alarms with... previous fire... Hon. Robt. B... destroyed on... at a loss est... of \$2,100... dence of Dr. I... on the morn... morning of th... damaged by... owned by M... with no insur... on the morn... of the 11th... was burned b... the 12th with

THE SPRING ASSIZES.

The Grand Jury Do Not Take Long to Bring in Their Findings.

Two of the Accused on Bail Fail to Appear-A Visiting Judge.

The spring assizes opened yesterday before Mr. Justice McColl and though the day's sitting was short, considerable business was disposed of before the adjournment for the day was reached.

After the formal opening of the assizes the following grand jury was sworn in: W. F. Bullen (foreman), I. Braverman, A. J. W. Bridgman, Gavin H. Burns, R. L. Deury, J. G. Elliott, E. J. Eyles, Geo. Gillespie, H. Goodacre, H. M. Graham, A. A. Holmes, W. Humphrey, T. Hooper, Geo. Jaques, A. McKee, W. A. K. Munro, Wm. A. Muncie, W. L. Stephens and E. Wilkinson.

Mr. A. G. Smith, deputy attorney-general, appeared for the Crown and Mr. Robert Campbell for the defence in the Wolf murder trial.

Having instructed the grand jury briefly in their important duties, Mr. Justice McColl laid before them the various indictments, touching shortly on one or two of the more important ones, and an adjournment was taken at ten o'clock when the grand jury considered the indictments.

Upon the court reassembling the grand jury brought in the following findings: TRUE BILLS.

Wm. Gollener, stealing, Arthur Sharpnel, breaking and entering, Callahan, escaping from gaol, Martha Wolf, murder, C. W. Johnson, embezzlement, Joseph Barratta, shooting with intent to murder.

NO BILL. M. V. Ruthven, corrupt perjury.

During the recess Mr. Herbert E. A. Robertson on behalf of John Williams, who had charged the grand jury with the charge of stealing applied to have this changed to a speedy trial.

Mr. Justice McColl refused the application and the indictment returned against the grand jury. The court said that he would instruct the grand jury on the libel cases against Mr. Nichol and others at one o'clock today when the finding in the Williams case could be handed in.

William Gollener, charged with stealing thirteen sacks of flour from M. R. Smith & Co.'s bakery last January, pleaded guilty. Mr. Frank Higgins for the prisoner asked for the plea of mercy, urging the youth of the prisoner who is now twenty years of age and saying that the young man was led away by evil companions.

Arthur Sharpnel failed to appear in answer to the charge of breaking into a Chinese vegetable store house at Oak Bay. He was on bail in the sum of \$500, his bondsmen being E. S. Sharpnel and J. C. Davie. The court ordered the bail estreated in the absence of good reason.

Charles W. Johnson, indicted on a charge of assault on James A. Henry did not appear when called upon. He is out on bail, but in the absence of Mr. George Powell, who is retained by the defence, the Crown postponed making an application for arrest of him.

The case of Martha Wolf, accused of the murder of Mrs. C. Marston, was postponed till this morning. Mr. H. Dallas Hetchcock, Q.C., and Mr. W. Walls appeared for the defence and Mr. A. G. Smith, deputy attorney-general, and Mr. R. Cassidy for the Crown. Mr. Hetchcock stated that he had been instructed so recently in the case that he had not had time to prepare for the defence. He therefore asked for a delay till Thursday if possible.

The court decided to adjourn the case till this morning at 10 o'clock, but in the event of a further delay till tomorrow. Mr. Smith for the Crown did not oppose this owing to the very serious nature of the charge.

The court then adjourned till this morning at 10 o'clock.

SENTENCED TO DEATH. The Murderer of William E. Elkins to Pay With His Life the Penalty of the Law.

News has been received from Clinton of the outcome of the trial at that place of the Indian Samien, arrested in the early part of the year as the murderer of William E. Elkins, a well known young rancher of the district. The killing, which was particularly brutal, will be remembered clearly by all residents of the upper country. Upon the commission of his heinous crime Samien took to the wilderness where his officers, the law promptly pursued him, assisted by the Indians who were equally keen to see the white man's law fully vindicated and justice done. It was achieved through the aid of the natives largely that the murderer was speedily apprehended and his crime brought home to him beyond the shadow of a doubt. The trial took place at Clinton on Monday, and on conviction Samien was sentenced to death.

THE FIRE RECORD. Loss During the Month of May Considerably Above the Average.

The fire record during May shows eleven alarms with losses above the average of the previous four months. The residence of Robt. Bevan, Beechey street, was destroyed on the morning of the 3rd, causing a loss estimated at \$2,500, with insurance of \$2,100. On the 10th, at the residence of Dr. L. W. Powell was extinguished on the same date with no loss. On the morning of the 11th, a fire broke out at the residence of the deceased, which was extinguished on the afternoon of the 11th, and on the 12th, a fire broke out at the residence of the deceased, which was extinguished on the afternoon of the 12th with no loss. A smouldering fire

WHEAT'S "FARTHEST NORTH."

The Cereal May be Profitably Cultivated in the Hudson Bay Region.

(From the Toronto Globe.)

The belief that habitable Canada consists of a narrow strip of territory stretching along the border of the United States with no depth to the north is one that is little heard of nowadays on this side of the line. It is still, however, held by a great many people abroad, and we ourselves have but the haziest ideas of our North country and its tremendous possibilities. Few by any name, however, with the return of explorers we learn not merely of the El Dorados of the frozen North, but of the far greater wealth of the fertile soil on the northern slope of the continent. The farthest north at which wheat will ripen has not yet been definitely ascertained, but has been successfully established that the most useful of all cereals will ripen a thousand miles north of the boundary line.

It has heretofore been supposed that the huge territory in Eastern Canada north of the height of Hudson Bay, although in the same latitude as Manitoba, was not so well adapted to the growing of cereals. Mr. Henry O'Sullivan, a promising surveyor and explorer in the service of the Province of Quebec, who made an exploration last fall with the object of locating a line of land across the Hudson Bay, says that as good as that grown in any part of Quebec ripens far north of the height of Hudson Bay, a Hudson Bay post near Rupert's Landing, he found Mr. Baxter, an agent who takes an interest in farming.

After looking over the results Mr. O'Sullivan says: "It is surprising to see the fine vegetables and grains he has grown there. I never saw better cabbage, carrots and turnips, and he gave me samples of wheat which he had grown from seed raised in the Hudson Bay district. The wheat he had grown from seed obtained from the agricultural department at Ottawa. They are equally good and compare favorably with wheat grown in any other part of the province. The surrounding country is all level, rich clay land. At Moose Factory, on James Bay, Bishop Newnham raises the finest celery, tomatoes, vegetable marrow, cauliflower and other garden stuffs.

One can scarcely overestimate the practical value of this testimony as to the climate on the northern slope toward James Bay. That wheat and other vegetables can be grown fully 200 miles due north of Toronto is a fact, the significance of which will probably not be so fully apparent to the present generation. Eventually, however, it must mean the settlement of that vast territory from the crowded regions of the West.

In the West the wheat belt runs far up toward the Arctic. The farthest north will probably be found in the north and just east of the Rockies. The influence of the Chinooks, the warm winds of the Pacific, gives a moderate climate north of the latitude of Toronto. A committee of the senate established the fact as early as 1880 on the shores of Great Slave Lake, 1,300 miles north of Toronto, as they do in Winnipeg, in the Peace River Valley, the climate is pretty much the same as in Western Ontario, yet the Peace River is at its most southerly point over 1,000 miles north of Windsor.

The largest rush of immigration in Manitoba this year is in the Swan River Valley. This is the extreme north of the province, yet it is in the same latitude as the English midlands. Mr. Burrows, a member of the Manitoba legislature, reporting on this new district to Mr. Sifton on the 1st of March, says that the history of grain-raising in Manitoba for the last fifteen years demonstrates the fact clearly that altitudes have very much to do with summer frosts. The most successful districts in the province are those where the winter wheat are those localities which lie at an altitude of from 800 to 1,300 feet above the sea level.

It is also known that in every case where a district is found to be subject to summer frosts in Manitoba, the land is found to be at a high altitude. At the Swan River Valley, the land is 1,200 feet above the sea. Lieut.-Gov. Patterson of Manitoba, who went on a tour of inspection last fall over Hudson Bay and the northern coast, says that every Indian village of the Nelson river could have an excellent kitchen garden if he took the trouble to cultivate the land. The Nelson river enters Hudson Bay at York Factory, about latitude 57, some 300 miles further north than Moose Factory. Bishop Newnham is conducting his experiments.

Gronping all these facts together, it is not too much to claim that the wheat belt of Canada averages at least 500 miles in width by 2,000 on length, a greater stretch than any other part of the world, except Russia and Siberia, and possesses. The bulk of this tract of land lies west of Lake Superior, the barren lands north of that lake cutting the fertile portion of the Dominion into two distinct parts. Of the Great Western wheat-growing country Winnipeg is the commercial center. It is well known that during the boom period, grown rather slowly, but has kept pace with the growth of the population upon the land and enforced the chronic growler could not in this instance accuse the law-makers of putting a man's pants on a child's legs.

I would even go further and have a law so framed that no beast intended for food or sale should be slaughtered without a permit from recognized authority. This regulation would at least enable stock owners to find their property when wanted.

What Dr. A. E. Salter Says? Buffalo, N.Y. Gen'ts.-From my personal knowledge, gained in observing the effect of your Shiloh's Cure in cases of advanced Consumption, I am prepared to say it is the most remarkable remedy that has ever been brought to my attention. It has certainly saved many from Consumption. Sold by Cyrus H. Bowers.

SUSPENSE AT MANILA. Admiral Dewey Clearing the Port of Neutral Shipping and Some Action Looked For.

London, May 31.—The owners of the British ship Genesta, which has been loading at Manila, have received a cable despatch, dated May 24, saying that Admiral Dewey has ordered the vessel to leave the port, from which it is conjectured that the American commander contemplated a visit to the Daily Telegraph from Manila, dated May 26, via Hongkong, says: "American warships are still in the bay, except a couple of the smaller ones, which are being used for patrol duty outside. Rear Admiral Dewey is losing men from disease almost daily. Smallpox and dysentery are said to be rife in the American squadron. Aguinaldo, the insurgent chief, has reached Cavite from the interior, and soon after his arrival went aboard one of the warships. He is working hard to gain over the rebels to the side of the Americans in view of active co-operation when Dewey's reinforcements arrive.

HIGGINS AND HAYWARD

The Ticket Endorsed by the Opposition Convention for Esquimaux Constituency.

The Ex-Speaker on His Recent Conversion—Mr. Hayward States His Platform.

Messrs. D. W. Higgins and W. H. Hayward were yesterday nominated at a convention held in the Colwood school, to contest Esquimaux district at the coming elections as standard bearers of the opposition. The meeting was attended by some fifty residents of the district and the city, and was presided over by Mr. Richard Phillips, while Rev. W. H. G. Ellison acted as secretary.

Prefacing his 40-minute address, Mr. Higgins drew a sad and thirsty picture of the blistered crops, dusty roads and gloomy faces he had noted in Metchoin on the occasion of his last visit to the district. These had told him, and he said that it was time for a change; and when he returned to the district he would not be content to see the district as it was, but would endeavor to see it as it should be.

Mr. Hayward, who had not yet returned to power, they would see that the farmers' bridges were not destroyed, that damages would be paid when woodpiles were fired by sparks from the locomotives, and that the cattle and sheep would be provided on the E. & N.

Mr. Hayward would not endeavor, he said, to speak as Mr. Higgins had done for the last five minutes. He would be true to the point. He first noticed an editorial paragraph in the Colonist concerning the Esquimaux district on the ground that their stake in the district was greater than that possessed by Mr. Higgins or himself. He would be true to the point. He first noticed an editorial paragraph in the Colonist concerning the Esquimaux district on the ground that their stake in the district was greater than that possessed by Mr. Higgins or himself.

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