

# Victoria Daily Times.

VOL. 29.

VICTORIA, B.C., WEDNESDAY, MAY 3, 1899.

NO. 48.

WHEN SELECTING PRESENTS  
ASK TO BE SHOWN

## Umbrellas and Canes

We think we can please you.

Challoner & Mitchell,  
JEWELLERS.

47 GOVERNMENT STREET  
PHONE 675

## The Westside Mantle Dept.

We are offering EXCEPTIONAL VALUES this week in the following lines:

- Ladies' Fawn Coats at from \$3.50.
- Ladies' Fawn Blazers at from \$2.25.
- Ladies' Colored Jackets Assorted, in New Shades, from \$3.50
- Ladies' Handsome Black Jackets in Serge and Kersey Cloth, from \$5.00
- Black Lustre Skirts, Balance of stock to be cleared at **\$3.00**

The Hutcheson Co. LIMITED. May 3, 1899

## Craw Fish...

Who is afraid to father his own works?  
"Consistency, thou art a jewel!"

FOR THIS WEEK!

- Ozlie's Hungarian Flour. \$1.15 sack
- Hudson's Bay Flour. 1.15 sack
- Three Star Flour. 1.10 sack
- Red Crown Snowflake Flour. 1.05 sack
- Fresh California Butter. 40c. roll

Dixie H. Ross & Co.

## A SPADE IS A SPADE

and there's nothing gained in calling it anything else. But there are

### Spades and Spades

Nicholles & Renouf, Ltd.  
Cor. Yates and Broad Sts.,  
Victoria, B.C.

3 CASES JUST UNPACKED. ALL NEW PATTERNS.

## BOYS' AND MEN'S English Norfolk Suits

B. WILLIAMS & CO.,  
Clothing, Hatters and Outfitters.  
97 JOHNSON STREET.

## To CANNERYMEN

A PATENT RETORT AND STEAM BOX DOOR

On exhibition under pressure of steam. Can be opened and closed in one minute. A perfect steam-tight joint.

T. SHAW'S  
MARINE IRON WORKS, VICTORIA, B.C.

## FOR SALE

On Semson Lake, 2 1/2 Miles from Duncan's Station

### 250 Acres All Good Farming Land

Partly cleared and cultivated, 25 acres under first-class fruit trees. Dwelling of nice rooms; bath, hot and cold water and other conveniences. Barn with accommodation for 24 head of cattle. Whole farm fenced. Will be sold as a whole or in tracts of 20 acres and upwards. For particulars apply 40 GOVERNMENT ST. or MR. E. MUSGRAVE, on the premises.

## Guaranteed Razors

We have a line of the best manufactured, every one of which we guarantee to give satisfaction. Also a choice assortment of Strogs and Shaving Brushes.

JOHN COCHRANE,  
CHEMIST, N.W. Cor. Yates and Douglas Sts.

Let us Fill Your Prescription.

## Deadman's Island

Hon. Mr. Martin Thinks the Provincial Government's Claim Will Hold Good.

Mr. Ludgate's Chances of Securing the Land for a Sawmill Site Are Poor.

Vancouver, May 3.—(Special).—Hon. Mr. Martin in an interview this afternoon said he thought the claim of the provincial government to Deadman's Island will hold good, and that Mr. Ludgate has a poor chance of securing it now for a sawmill site. He is still acting for Mr. Ludgate, however, and says he will continue to do so. He says the talk of his resigning his portfolio on account of his connection with the case is all rot. Both left for Victoria today on the Charming.

## ARCHBISHOP OF TORONTO.

Installation of the Rev. D. O'Connor Takes Place To-day.

Toronto, May 3.—The ceremonies at St. Michael's Cathedral attending the installation of His Grace the Most Rev. Dennis O'Connor, Archbishop of Toronto, were very impressive this morning. There were representatives of the Hierarchy of Canada, and the clergy of five or six dioceses; the administrative, official and public bodies of the Dominion and Province and the laity of the diocese of Toronto and London.

## Balsam of Aniseed.

The reliable remedy for Coughs, Colds, Bronchitis, etc., prepared by HALL & CO., DISPENSING CHEMISTS.  
Clarence Bldg., Yates and Douglas Sts.

## WILLIAM F. BEST

ANALYTICAL CHEMIST  
(Heldberg and Leipzig). Late analyst for the Province of New Brunswick. Office, Bond of Trade building, Victoria, B.C.

## DOG FOOD

Smith's Dog Biscuits for working dogs. There's nothing better. No preparation is needed to feed these biscuits. They keep the dog healthy, and no other food is necessary.

For Sale by all Dealers and N. R. Smith & Co.

## VICTOR BICYCLES.

The highest grade possible to make. At the same price as low grade makes.

VICTOR sell for \$55.00  
STEAMERS " 50.00  
Imperial " 40.00

First-class repair work.

JOHN BARNESLEY & Co.,  
119 Government street.

## ICE HYDROX

The entire plant of the B. C. Cold Storage & Ice Works has been renovated at an expense of \$5,000. The filtration and distillation is now perfect, and nothing can be more absolutely pure than our Ice and Hydrox.

TELEPHONE 44

## AUCTION

Under instructions from a gentleman leaving the city I will sell without reserve at the City Auction Mart, 515 Yates street.

At 2 p.m., Friday, May 5

A Quantity of

### Furniture and Effects

Malagasy Parlor Suite, Bureau and Chest Drawers, Lounge, Bookcase, Washstand, Clocks, Centre and Occasional Tables, Bedsteads, Mattresses, 200-B. Scales, Kitchen Tables, Chairs, Stoves, Bookcase, Glassware, Crockery, Baby Buggies, Single Harness, 3 Guns and Rifle, Saws, Genie's Bicycle, etc. Terms cash.

W. JONES, Auctioneer.

## MAINLAND CONNECTION

### Mr. James Dunsmuir Submits a Proposal Looking to That End.

## A FAST FERRY FROM CHEMAINUS TO VANCOUVER

### Will Do the Trip in Three and a Half Hours-- A Proposal of Great Moment to Victoria.

This morning a proposal was received by Mr. Noah Shakespeare, chairman of the railway sub-committee of the Committee of Fifty, from Mr. Jas. Dunsmuir, which, although the details are not at present available, is understood to give an entirely different complexion to the railroad situation, so far as Victoria is concerned. Mr. Shakespeare was asked this morning for the contents of the communication in his possession, but of course declined to make them public until he has laid the matter before his sub-committee and they in turn have reported to the main body. A meeting is being summoned to-day and the railway sub-committee will in all probability meet forthwith.

The proposal of Mr. Dunsmuir, it is understood, is in the form of a definite undertaking to install a fast train and ferry service between Victoria and the Mainland, the E. & N. system being employed between Victoria and points on the east coast of the island, which will become the terminus of the railway ferry. The time, it is said, will be exceptionally fast, only three hours and a half being consumed in the trip from Chemainus or whatever point is chosen, and Vancouver at which place connection will be made with the C.P.R. trans-continental system.

## NOTICE.

Notice is hereby given that application will be made at the next sitting of the Board of Licensing Commissioners of the City of Victoria for a transfer from F. J. Brock to G. B. Harrison of the retail liquor license of the premises known as the Bay Hotel, situate on the corner of Bridge and Work streets, in the City of Victoria.

Dated the first day of May, 1899.

F. J. BROCK.

By permission and under the patronage of the Battalion Officers,

## GRAND PROMENADE CONCERT

will be kindly given by the

## FIFTH REGIMENT BAND

assisted by a host of local talent, on

Wednesday Evening, May 17

In the DRILL HALL, Menzies street. The total gross proceeds go to the British Columbia Protestant Orphan's Home.

ADMISSION 10c.

Refreshments supplied by the Lady Managers of the Home, at Popular Prices.

## E. & D. BICYCLES

The 1899 Wheels just in, and undoubtedly

### THE BEST WHEEL IN THE MARKET...

LEADING FEATURES—

- Four Point Bearings.
- Shock Proof.
- Requires No Oiling.

J. L. BECKWITH,  
AGENT,  
40 JOHNSON STREET.

## SCORCHED BY LIGHTNING.

New York, May 3.—During a storm yesterday afternoon Sadie Tunic, who lives with her parents at 51 Broome street, was apparently struck by lightning and is alive to tell her experience. She is at Governor Hospital, where Dr. Shields made the following statement: "The lightning struck Sadie on the bridge of the nose, apparently. It blazed a mark as broad as a thumb down the nose, spreading out a little on the chin. From there the lightning seems to have jumped to her abdomen. It did not touch her breast, but scorched the whole surface of her abdomen. Then it must have jumped again to her wrists and ankles, for there is a band of singed and braided skin fully four inches wide encircling each wrist, and similar bands, though not so wide, on each ankle."

It is thought an umbrella with a steel rod which she carried attracted a bolt and her escape is due to her having been thinly clad, with broken shoes, and her clothing and shoes being wet.

## GERMANY PLEASED.

Berlin, May 3.—The Tagblatt, commenting on the news of the American government's pleasant reception of the German insurance commissioners, says: "We hope other political economic differences between Germany and the United States will also be regulated in the same conciliatory spirit."

## Filipinos Want a Truce

### Envoys To-Day Admit That They Were Sent by Aguinaldo.

### United States Commander Refuses to Recognise the Native Congress.

### Two Hundred Men Were Killed in the Recent Fighting at Quingan.

Manila, May 3, 12:10 p. m.—A conference, lasting two hours, took place to-day between Major-General Otis and the envoys who came from General Luna bearing a proposal for the cessation of hostilities.

General Otis adhered to his refusal to recognize the so-called government of the insurgents. The Filipinos now ask for a truce of three months to enable Aguinaldo to summon the congress and consult the insurgent leaders on the other islands. The envoys admitted the contention of General Otis that Aguinaldo has little control over affairs outside the island of Luzon.

When the question of the release of Spanish prisoners in the hands of Filipinos was mentioned, Major-General Arguelles said he considered them in the same category with the Americans, the United States being the successor to Spain in dominion over the islands and acquiring by treaty, all Spanish rights and obligations.

After the close of the conference with General Otis, the Filipino envoys had a consultation with the United States Philippine commission.

The Captured Americans.

Washington, May 3.—A despatch from Admiral Dewey gives the names of eight of the Yorktown's crew captured by the insurgents and held prisoners at San Pedro. The admiral adds he is making further inquiries as to the fate of the other seven.

Sent by Aguinaldo.

Manila, May 3, 8 p. m.—The Filipino envoys, Major Manuel Arguelles and Lieutenant Bernalda, have abandoned the pretence under which they came to General Otis that they represented General Luna, and to-day announced that they came direct from Aguinaldo himself.

General Otis said to make any reply would be to recognize the so-called government of the Filipinos.

Major Arguelles said Aguinaldo knew he would be overpowered in time, but would be able to continue the fight for months, and he would do so unless he were given what Major Arguelles termed "peace with dignity."

Mr. Schurman, president of the United States Philippine commission, expresses the opinion that the interviews accorded General Otis to the Filipino envoys will have a good moral effect, as tending to convince Aguinaldo's representatives that the American authorities mean to give the Filipinos good government, and not the Spanish sort. Certainly it has had a civilizing influence in inducing them to observe the amenities of war, and to consent to Americans furnishing food for American prisoners.

The exodus of natives from the insurgent lines continues. By firing in the roads where it was required, putting on the river canoes, and plowing fields south of Malolos, the American army is in a fine position for the expected decisive blow.

## THE TAILOR'S STRIKE.

### A Lively Scene in Vancouver During Which a Man Received a Nasty Cut on the Head.

Vancouver, May 3.—There was a lively fracas in the Arcade early this morning between striking tailors and two brought from Seattle by J. G. Campbell, O. Dilman and M. Wolf arrived last night in work for Mr. Campbell. They were met by pickets and the situation explained, but they said they would stay and work.

This morning they started for the shop and were met by a deputation of tailors who offered to send them back to Seattle and re-employment elsewhere. They insisted upon going to Campbell's store and the strikers closed in on them. Dilman pushed through the crowd and entered an office to telephone for the police but could not connect. The strikers jeered at him, and when he came out he struck the nearest man in the eye. In a moment a number of faces were struggling on the ground and the fight lasted some minutes. Dr. Mills had to put five stitches in Wolf's head. A number of arrests are expected hourly.

## NOTES FROM OTTAWA.

Ottawa, May 3.—The Dominion government has not been advised in any way as to the action of the provincial government of British Columbia regarding Deadman's Island.

The Opposition caucus met in room six to-day. The party is getting so small now that it can assemble in a committee room. It was decided not to put an amendment to the budget.

Premier Laurier is in Toronto attending the installation of Archbishop O'Connor.

## EXPLOSION KILLS TWO MEN.

Benton, Maine, May 3.—Two men were killed and several injured by an explosion at Benton Falls to-day. Part of the mill was destroyed by the explosion.

C. P. R. STOCK.

London, May 3.—For the first time in the history of the Canadian Pacific Railway the stock of that company sold above par. To-day sales were made on the London Stock Exchange at 101 1/2.



The Kingston Inquiry

A Bad Outlook for the Kingston's Officers-Pilot Brandow Scored.

Showed Poor Judgment-Should Have Taken His Vessel Under Glenogle's Stern.

Seattle, May 3.-If the way of the apparent blowing of the wind in the circle of steam vessels is worth anything as an indication of what the decision will be in the investigation of the City of Kingston-Glenogle disaster, the officers of the Kingston will find themselves in serious trouble.

Undoubtedly the feature of the investigation as it was proceeded with yesterday was the testimony of the Kingston's pilot, Captain Brandow, who was in charge of that vessel at the time of the collision with the Glenogle.

Capt. W. J. Bryant, inspector of hulls, and senior member of the board of inspection, gave his indication of his opinion as to the manner in which the Kingston was handled in a determined examination of Capt. Brandow at the early afternoon session of the board.

The matter came up when the pilot was giving his reasons for putting on full steam at the near approach of the Glenogle and attempting to pass under her bow.

Capt. Brandow was conducting the examination. "As you know, or said you believed that when you saw the Glenogle's whistle, that she was the Glenogle," it is fair to assume that you also knew she was swinging on her port to get into her course," said he, addressing the pilot.

The latter said that for the ship to get away from the dock in Tacoma she would have to swing more than a point and a half, which is more than a twentieth of a circle, and that the ship might not have been where she was supposed to be.

Used Bad Judgment. Question-You know the distance you were from Brown's point do you not?

Answer-I knew what time I had run. Question-You know pretty nearly your position-you should have known?

Answer-Yes, sir. Question-Wouldn't it have been a great deal more prudent to pass on the port side, under that ship's stern?

Answer-No, sir. Question-Why? Answer-Well, because I would have got ahead of his ship under any and all circumstances, according to all of my experience going in and out of that bay.

Question-You thought you would rather take chances and go right across that ship's bow?

Answer-No, sir. I had no idea that I was going across her bow, or anything of the kind, or she mine. Question-Well, you evidently crossed her bow-sure. She was running under a starboard helm, and you were running under a starboard helm, and went right across her-sure. You had no question about it, and your ship is at the bottom of Compuement Bay, and the Glenogle is down here.

Answer-Yes, sir. Question-If you had gone under her stern it never would have happened. I am inclined to think you used bad judgment there. Never cross a ship's bow, captain, when you can go under her stern.

Knowledge of a Compass. The admission of a poor acquaintance with a mariner's compass came just before the ending of the morning session, when Capt. Brandow was under searching cross-questioning by Attorney J. M. Ashton, representing the steamship Glenogle.

The pilot said he had forgotten how many points there were in a degree, and how many degrees there were in a circle. At the conclusion of this examination the inquiry went over until the afternoon.

A smile went around the circle of inquirers at the afternoon session when pilot said he remembered the correct answers to the questions of the morning. He promptly replied "thirty-two" to his attorney's query as to how many points there were on a compass, and "eleven and a quarter" to the following query as to the number of degrees in a point of the compass. This closed the sensational incident of the day.

Capt. Brandow's testimony was interesting throughout the day. He differed in many material particulars from the statements that had been made by Pilot F. W. Gatter of the Glenogle, one of the chief of which was the statement that no such conversation as Capt. Gatter reported as to the bearings of the Glenogle took place soon after the collision on the bridge of the Glenogle.

Capt. Anderson's Testimony. The first witness examined was Capt. O. A. Anderson, master of the Kingston. He had gone off water, leaving the ship in charge of Capt. Brandow, at Port Townsend, in accordance with the usual custom, and was asleep in his bunk when the two vessels came near each other.

The shrill whistling of the ships took him to the deck, and while he was on his way through the saloon, on looking out of the starboard window, he said he saw the Glenogle bearing down on them from a distance of 150 to 200 feet away. He did not know the Glenogle was sailing that day.

The Glenogle seemed to have considerable headway, as there were foam and white waves around her. He had a plain view of the bow of the Glenogle as she bore down on him. The Glenogle struck the Kingston sixty or seventy feet abaft of his room, the second room on the starboard side, which was twelve or sixteen feet back of the pilot house. He did not see any light. The course of the Kingston was south southeast from Brown's point to the Tacoma dock. His first thought was for the passengers, and after seeing them safe aboard the Glenogle he climbed on the latter's port cable and was hoisted aboard above the forecastle heads. Under

cross-examination by Engineer Cherry, he said it was about fifteen seconds from the time he saw the Glenogle until she struck, and "she was going very fast," he explained.

"If she was going fast she would have gone through the bow, wouldn't she?" prompted the questioner. "Yes, I suppose she would," was the answer. "I don't think she was going full speed."

He did not know whether the Kingston was going ahead or astern, nor whether the Glenogle moved after she struck the Kingston. Pilot Brandow Called.

Capt. Brandow was then called. He said he had been pilot and master of the Kingston, except during her trip around the Horn, and had been on her on Puget Sound for the last nine years. He steered the Kingston during the morning of the collision. The weather was beautiful and clear, except for the fog bank that hovered off Brown's point, toward Tacoma. When 500 feet of Brown's point, it bore about north by east; steered the ship south southeast by the ship's compass, and south by east by the light on the chart. Passed the stake light on Brown's point at 3:57, and proceeded on that course for six minutes.

Slowed down at 4:05, but for no particular reason. Blew fog whistle, and had the same reply from the Glenogle, although the latter's whistle seemed to be full water. He saw the Glenogle's light on the chart about one point off the Kingston's starboard bow. His ship was lying almost dead, sailing ahead in five steeple ways. At the last signal the Glenogle seemed to be bearing down on the Kingston on the starboard bow, then gave starboard whistle and went ahead. Blew two short whistles, and went ahead at full speed, hoping to clear out of the course of the approaching steamer. Ran at full speed of the engines for fifteen seconds, when the ship struck. Did not get more than two or three miles an hour speed before collision.

The matter came up when the pilot was giving his reasons for putting on full steam at the near approach of the Glenogle and attempting to pass under her bow. Capt. Bryant was conducting the examination. "As you know, or said you believed that when you saw the Glenogle's whistle, that she was the Glenogle," it is fair to assume that you also knew she was swinging on her port to get into her course," said he, addressing the pilot.

The latter said that for the ship to get away from the dock in Tacoma she would have to swing more than a point and a half, which is more than a twentieth of a circle, and that the ship might not have been where she was supposed to be.

Used Bad Judgment. Question-You know the distance you were from Brown's point do you not?

Answer-I knew what time I had run. Question-You know pretty nearly your position-you should have known?

Answer-Yes, sir. Question-Wouldn't it have been a great deal more prudent to pass on the port side, under that ship's stern?

Answer-No, sir. Question-Why? Answer-Well, because I would have got ahead of his ship under any and all circumstances, according to all of my experience going in and out of that bay.

Question-You thought you would rather take chances and go right across that ship's bow?

Answer-No, sir. I had no idea that I was going across her bow, or anything of the kind, or she mine. Question-Well, you evidently crossed her bow-sure. She was running under a starboard helm, and you were running under a starboard helm, and went right across her-sure. You had no question about it, and your ship is at the bottom of Compuement Bay, and the Glenogle is down here.

Answer-Yes, sir. Question-If you had gone under her stern it never would have happened. I am inclined to think you used bad judgment there. Never cross a ship's bow, captain, when you can go under her stern.

Knowledge of a Compass. The admission of a poor acquaintance with a mariner's compass came just before the ending of the morning session, when Capt. Brandow was under searching cross-questioning by Attorney J. M. Ashton, representing the steamship Glenogle.

The pilot said he had forgotten how many points there were in a degree, and how many degrees there were in a circle. At the conclusion of this examination the inquiry went over until the afternoon.

A smile went around the circle of inquirers at the afternoon session when pilot said he remembered the correct answers to the questions of the morning. He promptly replied "thirty-two" to his attorney's query as to how many points there were on a compass, and "eleven and a quarter" to the following query as to the number of degrees in a point of the compass. This closed the sensational incident of the day.

Capt. Brandow's testimony was interesting throughout the day. He differed in many material particulars from the statements that had been made by Pilot F. W. Gatter of the Glenogle, one of the chief of which was the statement that no such conversation as Capt. Gatter reported as to the bearings of the Glenogle took place soon after the collision on the bridge of the Glenogle.

Capt. Anderson's Testimony. The first witness examined was Capt. O. A. Anderson, master of the Kingston. He had gone off water, leaving the ship in charge of Capt. Brandow, at Port Townsend, in accordance with the usual custom, and was asleep in his bunk when the two vessels came near each other.

The shrill whistling of the ships took him to the deck, and while he was on his way through the saloon, on looking out of the starboard window, he said he saw the Glenogle bearing down on them from a distance of 150 to 200 feet away. He did not know the Glenogle was sailing that day.

The Glenogle seemed to have considerable headway, as there were foam and white waves around her. He had a plain view of the bow of the Glenogle as she bore down on him. The Glenogle struck the Kingston sixty or seventy feet abaft of his room, the second room on the starboard side, which was twelve or sixteen feet back of the pilot house. He did not see any light. The course of the Kingston was south southeast from Brown's point to the Tacoma dock. His first thought was for the passengers, and after seeing them safe aboard the Glenogle he climbed on the latter's port cable and was hoisted aboard above the forecastle heads. Under

LIPTON'S CEYLON TEA RICH, PURE, FRAGRANT. The finest money can buy Over 1,000,000 packages Lipton's Teas sold weekly in Great Britain alone.

FROM 1st of May the Victoria Daily Times will be delivered to subscribers at 20c. per week or 75c. per month.

Headquarters Fire Hall The City of Victoria Now Has the Largest Hall on the Pacific Coast Chief's Residence in the Building Model Arrangements For Fire Fighting.

THE PROBLEM SOLVED THE NEW MEDICAL DISCOVERY TESTED. Results of the Test in Various Forms of Dyspepsia.

Chronic indigestion or dyspepsia, while a very common trouble, has for some time been looked upon by able physicians as a very serious thing, and that no time should be lost in treating it properly at the start.

THE LADY MINSTRELS. A Second Performance by Amateur Burnt Cork Artists-Another Success.

THE KAISER'S HOLIDAY. Strasbourg, May 3.-The Emperor William and the Empress of Germany arrived here this morning.

COMING PEACE CONFERENCE. Queen Wilhelmina will be the Hostess of a Unique Gathering.

Headquarters Fire Hall. The City of Victoria Now Has the Largest Hall on the Pacific Coast.

THE PROBLEM SOLVED. THE NEW MEDICAL DISCOVERY TESTED.

Chronic indigestion or dyspepsia, while a very common trouble, has for some time been looked upon by able physicians as a very serious thing.

THE LADY MINSTRELS. A Second Performance by Amateur Burnt Cork Artists-Another Success.

THE KAISER'S HOLIDAY. Strasbourg, May 3.-The Emperor William and the Empress of Germany arrived here this morning.

BABY'S OWN SOAP I Must have the genuine, The imitations look very nice, but they hurt my delicate SKIN.

FURNITURE DEPARTMENT Weiler Bros. Bed room Suites, Sideboards, Cheffoniars, Dressing Tables, Rattan Goods.

RIDE A Brantford AND ENJOY LIFE. Massey-Harris Bicycles \$55.00

Mr. JAMES KELEHER, THE WELL-KNOWN MERCHANT TAILOR, GUELPH, ONT.

Notice of Dissolution. Notice is hereby given that the partnership heretofore existing between us, the undersigned, as real estate and insurance brokers in the city of Victoria, has this day been dissolved by mutual consent.

Notice of Dissolution. Having this day dissolved partnership with Mr. F. G. Richards, I take this opportunity of thanking our patrons for the business accorded our firm and respectfully beg to say that I shall shortly open an office on Government street, and in the meantime can be found at G. H. Ormond's book store, No. 57 Yates street.





Have you noticed that one pound of Blue Ribbon Tea is equal to a pound and a quarter of any other kind?

THE TROUBLE IN SAMOA.

How It Arose and Who Is to Blame. The London Daily Mail of April 13 says: Today's news from Samoa proves that a situation which was serious is becoming impossible. Civil war among the islanders has culminated in a savage attack by the Matafaas upon an Anglo-American detachment.

Those who blame Germany for the present troubles are not far wrong—for the Berlin treaty, which was obtained by Bismarck's diplomacy, is the source and origin of the mischief, while the German Consuls and officials in Samoa have distinguished themselves by their duplicity, brusqueness and chicanery.

By the Berlin treaty of 1880, Matafaa, whose family had for generations held the kingship of Samoa, was excluded from the throne, at the instance of King Malletoa Laanepa, who died in last November; and after a futile rising was handed over to the Germans, and imprisoned in the island of Jaluit in 1893.

Matafaa had all the sympathy and support of Robert Louis Stevenson, who advised him that the British Government would never take steps against him. When he was banished he was filled with resentment at what he considered his betrayal.

In August of last year he was permitted to return, but only on giving a promise that he would abstain from all participation in Samoan politics. This was an infraction of the Berlin treaty, which gave the Samoans the right to elect whom they pleased as the successor of Malletoa, as it virtually disqualified the most important candidate.

It was in this way that Matafaa's return took place. Although he had once been Germany's fiercest enemy, and had killed many of her seamen and marines in the fight of December 12, 1880, he now seems to have been won over by German promises, and to have turned secretly against his old friends and supporters the English and Americans.

On the death of Malletoa, Chief Justice Chambers, who is an American, sat for eleven days hearing evidence as to the claims to the kingship. There were thirty witnesses on each side.

The influential chiefs of the British, American, and German consuls present in court, but on the ninth day the German Consul withdrew, alleging that the Chief Justice was prejudiced. He urged that the question should be decided by a popular vote.

The Hotel Dawson

65, 66 and 67 Yates St., VICTORIA, B.C. \$1.00 per day or \$4.00 per week. Rooms \$1.00 per week. European and American plans. Newly furnished and refitted throughout. JOHN MICHAEL, Proprietor.

and saw him safe to the London Missionary Society's headquarters. Here six hundred women and old men had collected. A force of bluejackets at once surrounded the building and held it. During the afternoon, however, the victory of the Matafaas was assured, and over a thousand refugees escaped to the Porpoise. The surrender of Tann was demanded of Captain Sturdee, who refused emphatically.

For the next two days fighting and disorder at Apia continued, and then the British and American Consuls decided to recognize Matafaa—in the interests of peace—as the actual King. A provisional government was formed with the German Dr. Raffel at its head. At once Dr. Raffel proclaimed himself acting Chief Justice, with the support of the German Consul and the German residents.

Against the Protest of the British and American Consuls. To uphold the rights of England and the United States Captain Sturdee announced that Chief Justice Chambers would sit in court on January 7, and announced that he would open fire if any resistance was made. When the day came the Porpoise cleared for action, and Mr. Chambers, with the English and American Consuls and a force of bluejackets, went to the court, from which the German provisional government had withdrawn its guard.

The court was found locked, and the German Consul and Dr. Raffel appeared and lodged an appeal, protesting, while bluejackets smashed in the door. The Chief Justice took his seat and read a speech condemning the lawless and discreditable proceedings of the provisional government. Meantime Dr. Raffel was shooting from a balcony. "I am the supreme court! I am the chief justice!"

On the news of this incident reaching the world—Samoa is not connected with sub-marine cable with New Zealand—the United States despatched Admiral Kautz with the Philadelphia, and England the Tauranga and Royalist. When these ships arrived it was decided by Admiral Kautz and the British commanders, after conference with the two Consuls, British and American, to dismiss the Provisional Government.

The admiral issued a proclamation calling upon the Matafaa chiefs to return to their homes. Matafaa thereupon went inland. The German Consul issued a proclamation upholding the provisional government, and Matafaa's men assembled in force, hanging in the town.

H. M. cruiser Royalist brought back the Malletoa prisoners from the other islands. The Americans fortified Mulnua, and 2,000 Malletoa natives took refuge there. The Matafaas then barricaded the roads within the municipality, and seized the British houses. An ultimatum was sent to them stating that if they did not evacuate the municipality a bombardment would commence at one o'clock on March 15. This proclamation was ignored by the Matafaas, who began to attack the Malletoa houses.

Canadian Development Co.

H. MATLAND KERSEY, Managing Director. THROUGH TICKETS AND BILLS OF LADING. From British Columbia and Puget Sound Ports to Minneapolis, St. Paul, Toronto, Montreal, Boston WITHOUT CHANGE. Tickets to or from all points in Europe.

Atlin, Dawson and Yukon Points. DAILY SERVICE ON LAKES AND UPPER YUKON EXPRESS SERVICE. An efficient and reliable express service is maintained and operated by the company over all the routes traversed by its steamers; express matter and postal express messages carried at reasonable rates.

Esquimalt & Nanaimo Ry TIME CARD. Effective, March 25th, 1899. North Bound Trains. Will leave Victoria as follows: Train No. 2—Daily (except Sundays) 9:00 a.m., arriving at Shawnigan Lake 10:11 a.m., Duncan at 10:40 a.m., Nanaimo at 11:50 a.m., and Wellington at 12:20 p.m.

South Bound Trains. Will leave Wellington as follows: Train No. 1—Daily (except Sundays) 8:20 a.m., leaves Nanaimo at 8:41 a.m., Duncan at 9:25 a.m., Shawnigan Lake at 10:23 a.m., and arrives at Victoria 11:40 a.m.

V. V. T. Co. STEAMER "ALPHA". Will leave Spratts' Wharf for Dyea, Skagway and Wrangell MAY 10th, and from Vancouver at 12 noon, on the following day.

HUMBOLDT STEAMSHIP CO. LIGHTNING EXPRESS TO DYEA AND SKAGWAY IN 55 HOURS. SS. HUMBOLDT SAILS FOR Dyea and Skagway Saturday, 6th May.

The Boscowitz Steamship Co., Ltd. STR. BOSCOWITZ Will leave Spratts' wharf on TUESDAY, MAY 9 AT 8 P.M.

CONFIDENCE in us will secure treatment FREE on approval. Confidence wins whether in love, war or sickness. If some little concern without reputation or ability were to offer its useless treatment, you would do right to reject it—you'd know there was a trap somewhere.

Canadian Pacific and Soo Pacific Railway

The most direct route to all points East and Southeast. Through Palace and Tourist Sleeping Cars to Minneapolis, St. Paul, Toronto, Montreal, Boston WITHOUT CHANGE. Tickets to or from all points in Europe.

Washington & Alaska S.S. Co's. LIGHTNING EXPRESS TO Dyea and Skagway IN 55 HOURS. SS. CITY OF SEATTLE Sails for Dyea and Skagway direct every ten days.

ALASKA STEAMSHIP COY. For Alaska and the Gold Fields. STEAMER "ROSALIE," Monday, 1st May.

SS. CUTCH WILL SAIL TO Alert Bay, Juncua, Rivers Inlet, Skagway, Skeena River, and Way Ports. APRIL 18th, AT 6 P.M.

OCEANIC STEAMSHIP COMPANY FOR Hawaii, Samoa, New Zealand and Australia. SS. AUSTRALIA to sail Wednesday, May 3rd, at 2 p.m. for HONOLULU only.

Spokane Falls & Northern Nelson & Port Sheppard Red Mountain Railways. The only all rail route, without change of cars between Spokane, Rossland and Nelson. Also between Nelson and Rossland.

A FEW INTERESTING FACTS. When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety are concerned.

THE WISCONSIN CENTRAL LINES and you will make direct connections at Chicago, Milwaukee and all points East. For say further information call on any ticket agent, or correspond with J. C. FORD, General Pass Agent, Milwaukee, Wis.

Canadian Pacific Navigation Co.

WHARF STREET, VICTORIA. Time Table No. 41—Taking Effect February 1st, 1899. VANCOUVER ROUTE. Victoria to Vancouver daily except Monday at 1 o'clock.

C. P. N. Co., Ltd., Steamers. Will leave Turner, Boston & Co's wharf for DYEY, SKAGWAY, WRANGEL. "DANUBE" . . . May 3, 17, 31 "TEES" . . . May 10, 24

Atlin Gold Fields STEEL STEAMSHIP AMUR On Tuesday, May 2nd FOR SKAGWAY, JUNEAU, DYEY, WRANGEL, AND WAY PORTS.

THE NORTH-WESTERN'S Fast Mail THE NORTH-WESTERN LINE. Have added two more trains to the Fast Mail to their St. Paul-Chicago service, making eight trains daily.

Minneapolis, St. Paul and Chicago. This assures passengers from the west making connections. The 20th-Century train, the finest train in the world, leaves St. Paul every day in the year at 8:10 p.m.

O. R. & N. Oregon Short Line. LOWEST RATES. SHORTEST ROUTE. Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver.

Agency Atlantic S.S. Lines. ORDERS ISSUED FOR PASSAGE FROM GREAT BRITAIN OR THE CONTINENT. RICHARD HALL, Agent, 160 Government Street, E. E. LILLIS, Gen. Agent, W. H. HULBERT, G.P.A., Portland.

HALL, GOEPEL & CO., 100 Government Street.

The White Pass and Yukon Route

THE PACIFIC & ARCTIC RAILWAY & NAVIGATION COMPANY. BRITISH COLUMBIA & YUKON RAILWAY COMPANY. From Skaguay, Alaska, to the Summit of White Pass in a Comfortable Railway Train. 100 Pounds Baggage Free. Investigate Fully. Do Not Be Misled.

Chilkoot Pass Route. Operating a System of Aerial Tramways Between Dyea and Crater Lake. Old Yukoners Employ This Route Almost Exclusively.

Pacific Coast Steamship Co. For San Francisco. The company's elegant steamships GREEN, WALL, WA WALLA and UMATILLA, carrying H.B.M. mails, leave VICTORIA, B.C., 8 p.m., May 4, 9, 14, 19, 24, 29, June 3, 8, 13, 18, 23, 28, July 3, and every fifth day thereafter.

FOR ALASKA. The elegant steamships COTTAGE CITY, CITY OF TOPEKA, ORIZABA and AL-RI leave Seattle 9 a.m., May 5, 10, 15, 20, 25, 30; June 4, 9, 14, 19, 24, 29; July 4 and every fifth day thereafter.

NORTHERN PACIFIC. The only line running two daily transcontinental trains. Quick time. Good service. Rates as low as other lines.

STEAMSHIP TICKETS TO AND FROM All Points in Europe. Via St. John, Halifax, Boston or New York, and all steamship lines. For all information as to sailings, rates, etc., apply R. W. GREER, Agent, Cor. Government and Fort Sts.

STR. GEO. E. STARR. FROM TACOMA DAILY (EXCEPT SUNDAY). Ar. Tacoma . . . . . 8:00 p.m. Ar. Seattle . . . . . 10:00 a.m. Ar. Port Townsend . . . . . 10:30 a.m. Ar. Port Townsend . . . . . 1:15 p.m. Ar. Victoria . . . . . 1:30 p.m. Ar. Victoria . . . . . 4:15 p.m.

STR. CLAYQUOT. WILL LEAVE Victoria for Nanaimo, Thursday, 5 a.m. Nanaimo for Victoria, Friday, 7 a.m. Victoria for Nanaimo, Saturday, 7 a.m. Nanaimo for Victoria, Tuesday, 7 a.m. Calling at way ports. Every Wednesday at 7 a.m. for Sooke and return same day. For rates apply on board or at Porter's Wharf.



SHIPPING NEWS

The report published in the morning paper that the steamer City of Seattle will be placed on the last Kingston route is denied by Dowell & Co., the new owners of the line.

The annual report of the Department of Marine and Fisheries details the following prosecution for the violation of the Steamboat Inspection Act:

The weekly coal circular of J. W. Harrison, of San Francisco, for the week ending on Saturday last, says: During the week there have been four arrivals of coal from Washington.

The ship Alex. McNeil was last night towed by tugs Hope and Constance out to Bay St. James and down to Albert Head, where she is loading cargo to complete cargo.

Steamer Danube will not sail for Lynn until tomorrow evening. A number of passengers are booked for her and much freight will be taken up.

The statistics of the number of steam vessels as officially reported by the Inspector of steamboats in the Dominion with their gross tonnage, for the year ending in June, 1898, have just been received here.

Ayer's Cherry Pectoral is the cheapest medicine in the world for that cough of yours.

A Tough Mining Camp Protected by Soldiers

The Force at the Mining Town of Wardner is Being Reinforced.

Wardner, Idaho, May 3.—The presence of soldiers has caused the situation remarkably. Last night the people were gradually regaining confidence, but it is felt that peace cannot be assured until 500 troops are quartered here.

From Atlin Gold Fields

A Victorian Describes the Camp Its Conditions, and its Characters.

In a private letter received to-day by T. W. Walker of this city from his brother Charles, who is in Atlin, some interesting news is given of the new goldfields, and of the part Victorians are playing in its development.

The weather at Atlin now is exceptionally fine, and indeed the spring months have been delightful, the thermometer at night never falling below 10 or 15 degrees below freezing point.

THE NEW FIRE FIGHTER.

A description of the City's New Water-tor Machine. A pilgrimage of machinery men and citizens has been steadily pouring in and out of the Pandora fire hall to-day.

A RECORD CATCH.

Schooner Geneva Reported to have Over 1,800 Skins.

A CALIFORNIA TRAGEDY.

Two Women Found Dead in a Lodging House—Supposed Murder and Suicide.

Stockton, Cal., May 3.—Mrs. William Hickman and Mrs. H. A. Hassall, of this city, were found dead in bed together yesterday in a lodging house. A pistol which lay between them had evidently fallen from the hand of Mrs. Hassall, who shot Mrs. Hickman and herself.

LUCKY POLICY HOLDERS.

New York, May 3.—The appellate division of the Supreme Court at Brooklyn handed down a decision yesterday, whereof it was held that the surplus of the Equitable Life Assurance Society should be divided among policy holders.

Personal.

Alb. Gilmore, of Vancouver, is at the Dominion. James Hanson returned yesterday from Vancouver. Wm. M. Oshon, Seattle, Wash., is at the Victoria.

Sporting News.

THE RING. A Pugilist's Death. Albany, May 2.—An autopsy held on the body of Frank Martin, killed in a prize fight at the Whitehall Athletic Club on Monday night, revealed the fact that his death was caused by a spasm of the heart.

BASEBALL.

Tuesday's League Games. At Baltimore—Baltimore, 2; Boston, 2. At New York (night)—Philadelphia, 3; New York, 4.

THE WHEAT.

J.B.A. Meeting. An enthusiastic meeting of the members of the cycling branch of the Bays Association was held last evening.

IS IT DR. IRELAND?

Montreal, May 3.—The body of the man found drowned at Lake aux Corbeaux last Saturday in an advanced stage of decomposition is believed to be that of Dr. Ireland, who disappeared very mysteriously on the wharf at Montreal last October, almost in the presence of his wife.

PASSENGERS.

Per steamer O. E. Starr from the Sound—Miss Harvey, Miss Dunsmuir, Mrs. Barker, Mrs. Lowson, Mrs. Goldsmith, A. Hanfield, A. R. McDonald and wife, J. O. Darling, H. C. Downs, W. H. Calhoun, J. Bennett, Geo. Brighton, T. Young, J. A. Coughlan, W. B. Shultz, S. S. Foster and wife, Wm. Reichen, and wife, Miss Bowman, Mrs. Angus, Mrs. Hector, Miss Lester, J. Lipson, P. H. Dunnington, O. Carr, Mrs. Harrington, Miss Hamilton, J. Caldwell, Gan. Chung.

Ho! For the Gold Fields!

V.Y.T. Co.

OWNERS OF LAKE BENNETT SAWMILLS. Manufacturers of Lumber of all Descriptions. Traders and Freighters. Builders of Boats and Barges.

NOW IS THE TIME TO INVEST

Other improved or unimproved properties. It will pay you to consult with us. MONEY TO LOAN. FIRE INSURANCE. F. G. RICHARDS & CO., Successors to MacGregor & Richards, 15 BROAD ST., SEXT DRIARD.

Outfitting for Klondyke

WILSON BROS.

Have the best goods obtainable for money, and are ready to sell them at a reasonable profit. We have had a large experience in this business, and it will pay you to call on us.

Nos. 76-79 and 80 Wharf St., Victoria.

J. PIERCY & CO.

Wholesale Dry Goods

Spring stock in Underwear, Silk, Wool and Cotton, Prints, Flosses, Fancy Flannel, Muslins, Lace, Curtains, Dress Goods, etc.

25, 27, 29 and 29 Yates St. VICTORIA, B.C.

SCOTCH FLIES

For steel and iron, have arrived. Also a full line direct from the manufacturers of Lines, Reels, Rods, Casts, Etc., FOX'S, 78 GOVERNMENT STREET.

THE NEW SPRING STYLES

Creighton & Co.

The Tailors. 15 Broad Street, Opposite Driard.

ITALIAN MINISTRY RESIGNS.

Rome, May 3.—The Italian ministry has resigned. Immediately upon the opening of the Chamber of Deputies to-day General Pelloux, the Premier, arose and addressed an attentive house. He said: "In consequence of interpellations touching the Chinese question, the government has been forced to consider the gravity of the situation."

NEW VANCOUVER

COAL CO., LTD. NANAIMO, B.C. SAMUEL M. ROBINS, Superintendent.

Coal Mined by White Labor.

Best Protection Island No. 1 \$4.25 Per ton, delivered. Good fuel for cooking stoves.

Best Protection Island Lump Coal \$5.50 Per ton, delivered.

KINGHAM & CO.,

44 FORT STREET. Sole Agents for Victoria for the New Wellington Collieries. Telephone Call No. 847. Wharf, Store St. (Spray's Wharf)

Reckett, Mrs. Potas, Capt. Jennie, F. Dinmore, J. McPhee, Capt. Grant, S. Barber, J. H. Brown, S. McPherson, J. Stewart, Jas. Ramsay, F. B. Pemberton, Miss Sutherland, J. Goldsmith, Misses Peters, W. Bailey.

Sweet Caporal and Athlete Cigarettes

10 Package.

HARRY SALMON'S, The Leading Tobacconist.



BALD HEADS prevented by using DORE'S DANDRUFF CURE.