ST. MICHAEL'S

People Anxious to
th B-cause the
r Is Low.

ter Has Overtaken
s In Tow to the
n's Mouth.

ially Unfortunate—
estroyed and Her
fused Landing.

to the Colonist.)
l, July 18.—The steam-
l direct from St. Mich-
h 36 returning Yukon-
100,000 in dust among
steamers Weare, Ham-
r and Bella arrived at
ly 4th from Dawson
nd fifteen tons of gold.
ve been made this sea-
ll the output of gold is
Hunker and Bonanza

s crowded with people,
anxious to return to
ny who started in via
ve become discouraged
he influx of people via
m prospects of no more
able to get up to Daw-
on account of the ex-
and will return.

ports great disaster
t being towed North.
onemaugh, which left
une with two barges in
a heavy gale when
way on the voyage and
and herself was thrown
s, in which condition
the heavy sea for 48
and passengers had
e when the storm abat-
was righted and suc-
port in a battered and
ion.

National City lost the
e Eva, and the Port-
es off the mouth of the

eamship Garonne also
rm and lost her barge.
crew made heroic ef-
he tow but fate was
e barge was tossed and
aves until she went to
ronne's cargo was in
have to return without
t owing to some hitch
gulations.

IFLE SHOOTING.

on by England—Cana-
Vell in Individual
petitions.

6.—In the competition
or the Elcho challenge
teams of eight from
l and Ireland, 15 shots
1,000 yards, England
e of 1,595; Scotland,
505.

er was an encourage-
oting to-day and the
markably well. In
ompany" an open com-
at 900 yards, Lieut.
n, made a capital 46.
the same corps made
nd-Cope, seven shots,
ossible in the Associa-
, and 33 in the Assi-
ards. Lieut. Robert-
cored 32 in the Greg-
tanding. Col.-Sergt.
ood 47 in the Thoburn
ous interests to the
ards.

HIP FIRED ON.

sputes a Claim to the
Manila Harbor.

—The Hongkong cor-
aily Mail says: "Con-
ns me that when the
ne was passing Mari-
the other day, the
oat McCullough was
k her to stop. As the
ey, a shell was sent
a small boat went to
was doing. The Ger-
ted and insisted that
a right to enter the
g questioned, a claim
rey declined to recog-

correspondent of the
United States cruiser
bay on July 13 for
he northeast extren-
Luzon, to meet the
n."

REBELLION.

rde Suffer in Conflict
perial Troops.

—The parliamentary
reign office, Geo. A.
day in the House of
ons on the Chinese
British consul at Ca-
six thousand badly
ncountered a detach-
oops on July 7 at an
had afterwards re-
ith loss. The rebel-
t yet suppressed and
on the subject could

E OF WALES.

Slipped on a Stair-
tured His Left
Cap.

The newspapers are
al of talk over mis-
fallen the Prince of
Waddesdon Manor,
e slipped on a stair
While in consequence
e railway station to-
chair broke and his
ived a further shak-

to-night at Marlbor-
dom residence of the
ays the Prince has
ee-cap.

that you allow your
atchkey.
does not fit the door.
t to humor him. He-
is friends and make
pendent.

THE WINNERS OF GOLD

Complete List of the Successful Klondikers Coming Out by St. Michaels.

Improved Postal Facilities—"Con" Geppert Refuses to Be Dead.

As published in Vol. 1, No. 1 of the Dawson Midnight Sun, the following is the complete list of the passengers leaving for "the outside" by the steamers Charles H. Hamilton, Portue B. Weare and Bella, several Victorians being, as will be noted, among the company:—Charles O. Birney, Dave S. Spencer, W. R. Johnson, Matt Macelroy, Alex. Little, James Reid, George H. Keep, William H. Greeding, Thomas Dreer, Charles Allen, John George, M. Woodburn, J. Neen, J. W. Webster, Charles Welsh, G. Lister, Thomas Shea, C. E. Curtiss, Victor Dodd, James W. Thomson, Geo. Schmidt, P. J. Lyons, Winifred Hopkins, W. E. Williams, Charles F. Ferry, C. M. Austin, R. M. Dryden, Col. Borey, Mrs. Legault, George Tyler, A. Hanson, Alvin Miller, Joaquin Miller, J.M. Crawford, Fred Palmer, Louis Contine, J. Ehrsan, L. Lane, N. B. Sperrow, John Barclay, August Harrot, Charles A. Johnson, William Quinn, Fred Painter, Chris. Tahy, M. A. A. Hill and wife, August Schultz, Joseph Halcup, Hugh McLanders, J. O. Mannheim, H. Laackman, A. D. Gray, Theodore Lauler, Lincoln Davis, John Perroni, Ed. Simpson, William Briggs, Thomas Beveridge, Julius M. Price, Lionel W. Harris, C. H. Cheatwood, R. Keckis, A. F. Newell, A. L. Otts, A. E. Teihl, H. J. Wessell, George K. Fox, Chas. Meller, F. Mann, K. McCubbin, M. Smith, Susie Washburne, Fannie Thomas, Hermann Guerther, M. J. Carroll, M. Leslie, William Orr, George Guy and wife, Charles O. Birney, Claude Smith, J. H. McGregor, W. Orr, J. F. Wallace, Charles Olsen, T. C. Anderson, S. L. Dowell, B. Nelson, Frank Conrad, R. H. Young, E. L. Lowboard, B. S. Foss, Miss G. L. Osbourne, J. Merritt, J. W. Logan, Alex. Beandet, J. Baker, Fred Carter, John White, Harry Olsen, R. G. Walker, James Atkins, A. J. Petefish, Z. T. Petefish, D. R. Abraham, F. F. Howe, J. L. Coates, J. B. Wilson, Alfred Robinson, F. G. Doolittle, E. S. Rogers, Geo. W. Evans, J. J. Williams, Edward Darby, W. E. Moseby, William Sloan, C. Constantine and wife, Asia Macintosh, James Cronister, N. Baburizza, Paul Rector, H. E. Carleton, F. W. Cobb, H. C. Anderson, L. S. McLellan, John Sheehey, B. W. Boone, S. F. B. Roberts, O. Fraser, Tom Wall, A. McAllister, A. E. Benson, A. S. Opdall, Swan Petersen, Davis Denwick, John C. Stewart, George W. Spencer, Ed. Manahan, William Marshall, W. McAlpine, Martin Boynt, J. H. Ladd, C. S. Sourtellat, Miss Alma Danwandt, L. Larsen, Charles Lincoln, R. White, O. R. Caesar, Oscar Hilton, H. Buchanan, C. S. May, W. M. Gifford, Robert Ainsley, Mrs. Ainsley, Robert Ward, J. Edwards, Peter Frisk, August Behmer, J. N. Jones, J. King, O. Christensen, O. C. Karbo, A. Schock, W. M. Thomas, Nels Carlsen, W. L. Preston, Ole Paulson, W. G. Richards, M. Geighan, Thomas Burt, Howard Webber, Harry Green, C. G. Borg, A. Lippert, James O'Connor, W. W. Hodgkins, C. Deloum, C. E. and C. L. Rice, O. Swey, Mrs. J. H. Johnson, E. L. Smith, Mrs. Wigg, J. Denny, G. W. Traplett, W. C. Barrett and wife, J. T. Edgars, G. W. King, James Munroe, C. E. Bladgett, R. A. Lamer, F. G. Logan and wife, W. E. Knowles, F. Banton, C. L. Water, W. Lindham, A. Larsen, A. Oppenheimer, G. H. Church, Dan Sanders, J. H. Murphy, C. B. Roberts and wife, J. Fell, F. J. Helen, P. Rooney, W. J. Morrison, F. O. Brussett, H. Brasett, K. Halsted, K. Tokke, C. D. Wiggins, W. J. Shaw, E. Rullin, C. E. Kelly, J. A. Garabossi, W. M. Reinhardt, J. Reglar, Mrs. Reglar, Mrs. Hellane, F. E. Inkling, Miss Kokarine, Mary Korkarine, Miss Carrey, M. Morrow, C. Crawford, William Jordan, L. Descatier, Mrs. H. M. Macarthur, J. Parson, C. W. Johnson, P. Nelson, C. H. Eoreman, C. Dow, Mrs. Dow, C. Dahl and wife, H. H. Sheldon, J. W. Christ, B. R. Hennes, J. K. R. Ereson, W. J. J. Bogard, E.D. Townsend, Sam Anderson, Fred Hict, Con Geppheri, John Condon, John Sternke, Hugh Campbell, Sam Pond, Frank Austin, James Langley, A. P. McKenna, S. S. Sears, Dick Eckert, J. M. Yases, A. A. Macdonald, R. O. Osgood, Samuel Louois, E. L. Peacock, Okkdena, John Aslin, E. W. Wilson, O. Sutro, George Stendach, Henry Martin, C. Wanello, N. L. Playfair, Fred Barry, Frank Fiscator, Sadie O'Horr, Margaret Duggan, Elma Hewling, Tom Blake, John Wick, J. E. Brandon, John Lynn, Mrs. Young, C. L. Weaver, Miss Rita Quinn, F. Thorsen, August Brander, N. E. Pickett, D. Ball, W. M. Elliott and Miss A. Dauderaed.

Many of the Klondike mine owners who had expected to work their claims this summer by sluicing, will, on account of the royalty, do no development. Some few claims upon which sluicing was done last season will also be allowed to lie idle during the present year. This will of course work hardship upon many miners who had expected to secure work for wages in order to grubstake themselves for the fall prospecting expeditions. There is yet hope, however, in the Yukon that word will be received of the remission of the royalty, for few believe that with Mr. Ogilvie as commissioner, the government will be so badly advised as to continue to insist upon the collection of the tax, in view of the conditions and requirements of the country. It is confidently anticipated in Dawson that the recent great influx of population will be the cause of many and rich strikes during the next few months, in which event development will not lag behind, as there is plenty of both capital and labor now at command. Speaking of the present situation—with reference to production of the district—the Midnight Suns says: "A ton of 2,000 pounds of gold is worth $466,666 if the metal is taken at the prevailing Dawson rate of $16 per ounce Troy. Careful estimates of the probable yield of the Klondike and Indian river districts the results of last year's drifting, vary from $12,000,000 to $20,000,000. The latter sum would weigh in the bullion nearly forty-four tons."

John P. Clum, post office inspector for Alaska, has been making a tour of the Klondike country, and with Captain Harper, of the Canadian postal department, paving the way to the securing of improved international mail facilities. In the meantime he has established post offices at Eagle City, on Mission river; Star City, on the Seventy-Mile; Fort Yukon, Rampart City, on the Minook; Weare on the Tanana; and Uulato, near the Koyukuk river. A bi-monthly mail is being established between Circle City and the states, and all classes of mail matter will be handled, instead of a letter mail only as heretofore.

Con Geppert, the young Tacoma boy who was reported to have been killed in the great avalanche at Skuaw hill, on the Dyea trail, has turned up safe and well in Dawson, from which place he is now outward bound by the lower river steamer. It will be remembered that a body was identified as that of Geppert, and sent to Tacoma for burial.

It may interest lovers of the fistic art to learn that Frank Rafael, the lightweight champion, and Frank Allen, an ambitious Missourian, were billed for a fight to a finish at Dawson City on the evening of the 30th of June. Rafael was at the time under the doctor's care, having been ill for some weeks, but did not intend postponing the go if he could possibly enter the ring—so confident was he of his ability to dispose of the other fellow in very short order.

THE SUPPLY PROBLEM.

Mr. E. M. Sullivan Says Something Will Have To Be Done to Get Provisions to Dawson.

It is said that the returning Klondikers who talk the least about themselves are as a rule those who have been the most successful. This at least applies to Messrs. E. M. Sullivan and John McLeod, who were among the first to recognize the Yukon country as a good field for the trade, and who have followed that occupation steadily, for several years, making three or four trips every season. They were among the last to leave Victoria last spring with a big supply of provisions and liquors but being old hands they easily passed those who started ahead of them and were second in the race of traders to Dawson, being headed only by Bateman & Co., of Oak Lake, Manitoba, who took down a similar cargo. Mr. D. Carmody was a good third, so that the Victorians had nothing to complain of, getting the very best prices for their goods.

Mr. Sullivan will attempt no estimate of the Klondike output. It may, he says, be anywhere from fifteen to thirty millions, but the exact amount will never be known, as the miners are concealing the result of their season's work to escape the Dominion government royalty. All he could say was, that there was a great abundance of gold coming down, some still in the possession of the miners, but the great bulk being sent by the banks and trading companies. Most of it has already started down the river, few in Dawson believing that the Ora would make the up trip. That parties that have gone down to St. Michael's, Mr. Sullivan says, will certainly reach St. Michael's without difficulty. All the talk about the lowness of the water was caused by a sudden fall in the river from high water to a medium height. This sudden fall was the result of a few days' cold weather. As soon as this was over the water commenced to rise again and before long there will again be very high water, but even as it is the steamers will be able to make the trip.

The great problem of getting supplies into the country has yet to be solved in the opinion of Mr. Sullivan, and he strongly urges that the governments do something to assist in settling this question. There are close upon 50,000 men now in the country and to supply them at least a hundred steamers would have to carry full cargoes up from St. Michael's. There will not be anywhere that number of steamers on the lower river so the miner has to look up the river for his supplies. The steamers running from the lakes to White Horse and those running from White Horse to Dawson, with the aid of the tramways around the rapids, which can handle 600 tons daily, could easily supply the demands, but the trouble is in getting the goods from the coast to the lakes. Here is where the governments should come to the assistance of the miners, and encourage the building of railways. A railway, it is true, is being built through White Pass, but Mr. Sullivan fears that it will be impossible to complete it this season, the work being carried on very slowly. If something is not done to provide for the transportation of goods from the coast to the headwaters of the Yukon this season, Mr. Sullivan predicts that by March or April next there will be a scarcity of supplies. Many of the men have taken in sufficient to last them all winter, but the vast majority went in light. The scow loads taken down may look very big now but they will soon dwindle away when the men commence to move off to the mines in the fall.

Mr. Sullivan is enthusiastic over the future of Bennett City, the site of which he and McLeod purchased. It is certain to grow considerable as the miners all stop there, some for months and others for days, on their way to the mines.

A RUSH OF ORDERS.

Bennett Lake Company's Steamers Will Have All the Business They Can Handle.

Mr. T. M. Potts, who is in charge of the head office in this city of the Bennett Lake and Klondike Navigation company in this city, has received word from the company's manager in Dawson to forward by the first steamer fifty tons of provisions, the company having now proven without doubt the fact that the upper Yukon can be navigated, and having in consequence received many orders from Dawson merchants for goods. Victoria merchants are likewise securing space on the company's steamers and it is safe to say that they will receive offers for all the goods that they can handle during the season.

The letter also contains the news that when the Ora reached the Mounted Police had scarcely two days' provisions left and that supplies were very scarce at Fort Selkirk. At 30-Mile river and at Lake Labarge hundreds of tons of goods are strewn along the banks, telling of disasters that have overtaken the boats and barges bound for Dawson.

There is considerable grumbling over the way the liquor traffic is being handled. Men who obtained permits from the government of the Northwest Territories, paying $2 a gallon for the privilege, are met at the lakes with the announcement that the permits are not good unless countersigned by Major Walsh, and those unable to get the permits countersigned are at Lake Bennett with their goods hoping for a settlement of the difficulty. Those who did have the permits countersigned were called upon to pay another $2 a gallon, so that they were doubly taxed.

As to the men and the gold that was brought up by the Ora, the writer of the letter states that the Butler brothers sold out to the Rothschilds and have a draft for $300,000; there was $100,000 in gold dust in the Ora's safe, a large proportion of which belonged to Messrs. Sullivan and McLeod, of Victoria, and all the men had drafts.

On her second trip down the Ora took 1,000 pounds of United States mails and 500 pounds of express.

The fact of Victorians owning the first steamers to navigate the upper Yukon means much to this city, as the Victoria traders who trusted to the Ora making the trip, and assisted in making it a success by cutting wood and otherwise, largely on account of the Ora being a Victoria boat, being the first out will be first back with new stocks of provisions.

FOUR TIMES VICTORS.

The James Bays Again Win the Coveted Championship of the North Pacific.

Senior and Junior Fours Capture the Big Events in the Oarsmen's Regatta.

Sailors' Races Make Plenty of Sport—The Concert and the Banquet.

The big regatta is over and for the fourth time the J.B.A.A.'s famous four-oar crew is champion of the North Pacific. Things looked blue for the races in the morning for the wind "she blew like hurricane; bymeby she blow some more," as Dr. Drummond's song puts it; but away towards evening when hope deferred began to make the heart sick, the wind fell and the oarsmen's spirits rose accordingly till a little before nine o'clock the big event—the senior fours—was a certainty and just after the nine o'clock gun boomed from the flagship the regatta was finished to the shouts and plaudits of an admiring crowd.

But the honors do not all belong to the seniors for the junior four of the J.B.A.A. nobly held their championship against the Burrard's after a splendid race.

THE ANNUAL MEETING.

First of all at ten o'clock in the morning the North Pacific A.A.O. held their annual convention at the Hotel Victoria, the delegates present being Messrs. H. Dallas Helmcken and J. Stuart Yates of the J.B.A.A.; Messrs. G. D. McTavish and L. Springer of the Vancouver Rowing Club, and Mr. J. A. Russel of the Burrard Inlet Rowing Club. The Seattle Rowing Club sent in their resignation to the association as their crew is broken up. The Portland's regretted their inability to send representatives this year as the war with Spain has taken some of their best men into the United States army. The election of officers resulted in the following choice: President, H. Dallas Helmcken, Q.C., J.B.A.A., Victoria; vice-president, Campbell Sweeney, Vancouver R.C.; secretary-treasurer, H. W. Kent, Burrard Inlet R.C., Vancouver.

The retiring officers were thanked for their services and a vote of thanks was passed to the Hudson's Bay Co., for their gift of a trophy to the association. The delegates elected to represent the various clubs at the meetings of the association were: J.B.A.A., J. S. Yates and A. J. Dallain; B.I.R.C., J. A. Russell and Geo. Seymour; Vancouver R.C., J. H. Senkler and W. R. Robertson; Portland R.C., Messrs. Glisson and Gill.

THE REGATTA.

By one o'clock there was a general move for Esquimalt to see the regatta, though the knowing ones held on to their hats as the wind whistled by and predicted that the water would be too lumpy for the shells or lap-streaks.

Arrived at Esquimalt there was a great deal of disappointment expressed by the crowds over the wind which was blowing so keenly from the southwest that it was evident that unless the weather moderated later on, the chief features of the regatta—the four-oared championships—could not be rowed. However, it was decided to start the naval races at any rate and so, everything being in readiness, the bluejackets were called out. Though there were only a few small pleasure craft brave enough to take the trip round from Victoria, several naphtha launches made it safely, though it was no pleasure jaunt. The little provincial police launch had quite a time of it, the fires being put out three times during the trip by the waves. The steamer City of Nanaimo, the Sadie and a few more tugs with pleasure parties aboard made the course look quite lively and there were plenty of smart naval launches and boats from the warships filled with bluejackets. Along the coal wharf there was quite a crowd of people who got a lot of fun out of the unfortunate caps and hats that were blown into the water and fished out by the boathooks of the sailors on the small boats at hand. The recovered headgear, however, did not look quite so natty after contact with the salt water and boathooks in spite of the good intentions of the rescuers. The band on the flagship played during the afternoon and though the wind was so strong that only a bar now and again was heard from the shore, the eye could see that there was dancing on the quarterdeck for the officers and other visitors. There was the spectacle, too, of a collision furnished by the little naphtha launch Blanche on which were the vice-commodore, Mr. H. Dallas Helmckes, and a party of other gentlemen and ladies. It made an attempt to ram the big red iron buoy off the coal wharf, but with the result only that the boat showed afterwards a slight bump on the nose—the buoy will not need repair. The association is indebted to the naval authorities for the efficient services they rendered in the arrangements and especially to Capt. Adin, who acted as umpire and was untiring throughout the day to make everything pass off well.

THE RACES.

First of all came the twelve-oared naval cutter race in which the entries were one from the Imperieuse and one from the Sparrowhawk. The course, as in all the naval events, was made one mile with a turn. After a capital race the Sparrowhawk won by eight lengths; time 20:53.

The ten-oared cutter race brought out one entry from the flagship and one from the Pheasant and was a good race in spite of the heavy sea and wind that made it tremendous work to send the big boats through the water at any speed. The Pheasant won handily with a long lead in 20:54½.

The six-oared galley race was a two-mile pull between the Admiral's galley and the Captain's gig of the flagship. These are built on keener lines than most of the ships' boats and were able to make good time, the Admiral's galley winning by three lengths in the very creditable time of 20:32.

There was keen interest in the five-oared whaler race, which brought out two entries from the flagship, one from the Icarus, one from the Pheasant and one from the Sparrowhawk. It was a tough pull, but the Icarus whaler splurged away to the fore and won with a fine finish, well ahead of the Imperieuse second whaler which came second. No time was taken.

The all-comers naval race brought out three entries, the Admiral's galley, Imperieuse 12-oar cutter and Captain's gig of the Imperieuse. The Admiral's galley and 12-oar cutter fouled near the start and at the mile turn the cutter bumped into the gig. The galley reached home first in 20:50.

The ladies were not to be deterred by the big seas from having their race, and two crews, one composed of the Misses Goodwin and the other of the Misses Hiscock set out, each with a gentleman coxswain. The quarter-mile was covered at a fine rate of speed, both crews rowing very prettily and keeping up a workman-like stroke that gained great applause from the spectators. The Misses Goodwin won by a close length in 3:55.

The tandem canoe race was a plucky struggle between A. Gore and T. P. Patton, red and black, and J. C. Pendray and L. York, white. The red and black won after a most exciting struggle.

It was now half-past five and to give a chance for the wind to moderate further racing was put off till seven o'clock, when as the wind had fallen greatly and the sea was rapidly becoming smooth the four-oared lapstreaks were called out. The crews were: H. Hall (stroke); Charles Bunting, 3; A. Davey, 2; P. R. Daniels, bow. J. Bridgman (stroke); L. Culross, 3; R. Vaughan, 2; W. F. C. Pope, bow. The course was a mile straightaway, and after an exciting start Hall's crew drew rapidly to the front and finished easy winners in 5:35.

JUNIOR FOURS.

The success of the lapstreaks in getting over the course and the smoother water that obtained as the wind went down was deemed sufficient inducement to call out the junior fours for the race which is only next in interest to the senior championship. The people applauded very heartily as the Burrard crew appeared and pulled up to their position at the mile and a half buoys, followed soon by the J.B.A.A. boat. The crews were as follows:

Burrard In'et—C. H. Mellard, stroke; V. Larsen, 3; A. G. Boult, 2; J. H. Garden, bow.

J. B. A. A.—G. H. Jesse, stroke; W. J. McKay, 3; W. Laing, 2; W. Jesse, bow.

The Burrard's had the outside course and when the word was given both crews started well together, the Bays with a stroke of 40 to the minute, the Burrards a stroke or two slower. The Bays went ahead almost at the start and steered a closer course than their opponents, who lost a little by this. At the half mile the Bays slowed up a little as they had the lead and kept well to the front all the way home, though the Burrards made several game spurts to catch them. The Bays came in ahead by three lengths to the shouts of the people and the Burrards also met with a very hearty reception for their plucky race. The winners' time was 10:6½.

THE BIG EVENT.

At half past eight the announcement was made that after all the senior fours for the championship of the association would be rowed. Consequently when the famous J. B. A. A. new shell spun out into the open there was a howl of delight and this increased as the Burrards and Vancouvers came into view. The crews were as follows:

Burrard Inlet—J. A. Russell, stroke; G. Seymour, 3; T. Watts, 2; F. R. McD. Russell, bow.

Vancouver—E. Lloyd, stroke; J. H. Senkler, 3; H. O. Alexander, 2; W. A. Gilmour, bow.

J. B. A. A.—D. O'Sullivan, stroke, W. I. Scott, 3; D. T. Jones, 2; F. S. Widdowson, bow.

The Bays, with the championship crew, were looked upon as sure winners by Victorians but the Vancouvers and Burrards hoped to lower their colors although the Burrards were handicapped by an inferior paper boat. The Burrards drew the outside course, Vancouver centre, and the Bays the inside. When the starting shot was fired the Bays caught the water first and with a mighty swish they went right to the front at a stroke of 40 to the minute. The Vancouvers followed with 38 and the Burrards were last, their 40 stroke not being as strong as Victoria's. It was now almost nine o'clock and although the course was plain enough it was very difficult to follow the boats as they lay so close to the dark waters of the harbor. Victoria, however, could be seen steadily gaining and to the surprise of many the Burrards rowing a fine stroke kept even with and gradually gained on the Vancouvers. The finish was made by Victoria in 9.8 six lengths ahead of Burrard with Vancouver four lengths behind the second boat. Then the enthusiasm burst out among the crowd and cheer after cheer went up for Victoria's mighty crew four times champions in succession of North Pacific waters.

The other events on the programme had to be dispensed with owing to the lateness of the hour.

THE CONCERT.

It was late when the oarsmen arrived at the Victoria theatre, where an immense assemblage had gathered to listen to the concert and see the prizes presented to those who had been victorious during the day. The theatre was decked out very effectively with bunting and the colors of the various clubs, while the stage had an effective arrangement of Chinese lanterns. The concert was under the patronage of the Lieut.-Governor and Mrs. McInnes and the proceeds go to the Protestant Orphan's Home. The instrumental and vocal music was very enjoyable, the programme as already published being carried out. Just as the strains of "Polly McGilligan's Band" were dying away a roar from the door announced the coming of the oarsmen from the belated regatta. They were ushered on to the stage, when the president of the James Bay Athletic Association, Mr. H. Dallas Helmcken, introduced them to the audience. When the cheers had subsided, Mrs. McInnes, assisted by Mr. Dallain, the secretary of the association, made the presentation of prizes.

After the concert the visitors were banquetted in the Hotel Victoria by the James Bay Athletic Association.

ACCIDENT AT UNION MINES.

The Story Told by the Injured Man.

Union Mines, B.C., April 6, 1898.

On the 4th of April I was driver in the mines: late in the afternoon was severely injured in an accident, caused by the failure of the brake to be set on the cars. Two cars were completely smashed up and I was between. On being taken out, I found my right foot and ankle so badly twisted and sprained as to cause me intense agony. Your representative found me shortly after my arrival home, and after bathing my foot and ankle, which by this time was swollen to twice their natural size, he rubbed them with Griffith's Magic Liniment. I could scarce bear him to touch me, so great was the pain, but he persevered and continued the rubbing and application of Magic Liniment every two hours until I went to bed. I slept soundly nearly all night, the pain being considerably less. The following Sunday, after two or three rubbings, the pain entirely left me all within 24 hours after the accident. There is no liniment equal to Griffith's Magic Liniment, and I have been in mines for the last 15 years and never saw a worse sprain than the one I had. It is almost too wonderful to believe that a sprain could be relieved of all pain inside of 24 hours, yet such is the case, and there is but one small black and blue spot left, so well has the liniment done its work. I can never say enough for Magic Liniment, and shall never be without a bottle in my house, neither should anyone else.

Yours truly. JAMES BARRETT.

Miss Summit—Do you think your brother is suffering much in the army?

Miss Palisade—Oh, no; he camped out with us all last summer.—Brooklyn Life.

SOAPY SMITH'S DEATH

He Had Every Confidence in His Ability to Take Charge of the Citizens' Meeting.

And Make Good His Boisterous Announcement That He Was Still Ruler of Skagway.

When men arriving from the North told of how the town of Skagway was ruled by "Soapy" Smith, people in well-governed cities laughed at the idea, of one man being able to defy several hundred, especially when the majority was made up of men who ordinarily could not be ranked as cowards. But that Smith did rule Skagway and run it to suit himself and his friends is amply proved now that he is dead. Previous to his death, the authorities were unable to secure the backing of the citizens to put a stop to the operations of the Smith gang. As soon as the leader was dead they appointed special constables and immediately arrested 27 of Smith's old associates and ordered even those who had had the remotest connection with him to leave the city. Of the men arrested ten reached here on the steamer Tartar, having been placed on board just previous to the sailing of the steamer by the vigilance committee. There were also some men on board, who, although they had not been placed under arrest, were ordered to leave town. Notable among these was Dr. T. Allan Hornsby, an alderman of the city and well-known newspaper correspondent. It is said that his treatment at the hands of the committee was most unjustifiable, the only evidence of his connection with Smith being that he frequented Smith's house in search of news. As a matter of fact it now seems as though having got rid of the man who ruled them, the citizens' committee are now going to the other extreme and are doing a little iron-hand ruling on their own account.

Men who came down on the Tartar say that the greatest excitement prevailed on the day of the shooting. Smith had been walking the streets all day, boisterously daring the citizens to attempt to down him and his gang and men shrank away from him in terror. All realized that the crisis was at hand; that either Smith or the better element were going to rule from that day on. A newspaper correspondent, who came down on the Tartar, and who followed Smith closely on the fatal day, says the gambler's action in going down to the wharf to break up the citizens' meeting was the most courageous act he had ever seen performed by man. Smith knew that many of the men were armed, but he had confidence that with his ride he could take charge of the meeting, and sway it to suit himself. Had he not grappled with Reid, who is a man twice Smith's size, it is probable that the meeting would have dispersed. But in the scuffle Smith's rifle was discharged, and Reid to save his own life used his revolver. Before the unfortunate Reid reached Smith struck Reid on the arm with it.

There are two men in Victoria who state that they intend to make an offer for Smith's body, have it embalmed and tour the country with it.

TRADE REVIEWED.

Quiet This Week as Usual Between Seasons but Active Fall Movement Looked For.

New York, July 15.—Bradstreet's tomorrow will say: Pending the initiation of new fall business, preparations for which are actively under way, in all markets there exists a quiet midsummer condition accompanied in most cases by price steadiness and confidence in a promising outlook for fall trade. Retrospection and review continues to furnish many satisfactory illustrations of the favorable condition experienced during the first half of the present year, some of which seems bound to be duplicated during the second half. Swelled by large exports of corn and oats, the breadstuffs exports for the fiscal year just closed were $25,000,000 in excess of all previous records, and the average value of wheat exports runs very close to $15 per bushel. While there seems little reason to expect anything like the excited foreign buying of cereals this year which occurred last season, the world's wheat crops all pointing to exceptionally large if not record breaking yields, still the situation of carried over supplies is such as to lend to confidence in a good general demand for most of this country's surplus though the outlook favors a considerable shading of prices obtained for such trade. There is a little more hopeful feeling in the iron and steel trade, the result partly of reduced output and stock of pig, and partly owing to the large business reported offering, particularly at the West, where some mills will forego their summer shut downs and others will curtail the vacation period materially. More is doing in steel and some Western mills are reported to have booked orders to last until next winter. Some large export orders are reported from Chicago. Except for some shading in cereals caused by the usual tendency to discount government crop reports and look for larger than indicated crop yields, the price situation is one of considerable steadiness. The movement of new wheat at the southwest is freer, though farmers are rather independent at present prices.

Business failures in the United States number 238 as against 241 last week, and 247 in this week a year ago.

Canadian trade is of a seasonable volume. Toronto reports a better demand for dry goods and that recent frosts did little damage except to vegetables. Wool is rather flat, and prices show a declining tendency as a result of absence of an outlet to United States cotton and wool-outlet to United States. Cotton and woollen mills are busy and grain stocks are the smallest in years. Cool weather has interfered slightly with distribution of seasonable goods at Montreal. Teas are firm. Crop prospects are promising and exports of dairy products continue heavy. St. John, N.B., reports lumber shipments heavy, while Victoria and Vancouver report a good business doing. Business failures in the Dominion were 18 against 16 last week, 38 in this week a year ago and 33 in 1896.

The Bishop of London recently travelled in a railway carriage with a consumptive-looking, weakly little curate.

"You will not mind my smoking, will you?" said His Lordship.

"Not if Your Lordship doesn't mind my being sick," submissively replied the little curate.

THE WORKERS.—It is said that seven men labor to feed a thousand.—Rev. Lyman Abbott, Congregationalist, Brooklyn, N. Y.

A despatch from Havana says the Spanish troops have routed several bands of insurgents near the province of Matanzas, killing 26, wounding many and capturing a number of prisoners.

CARGO SHIPS.

Thirteen Now Receiving Coal and Lumber at British Columbia Ports.

A fleet of thirteen vessels are now loading lumber and coal at British Columbia ports, four being at Vancouver, four at Chemainus and five at Nanaimo and Wellington. Those at the Terminal City or rather at Moodyville and Hastings mills are British ship Knight Commander, Capt. Fairbank, R.N.R., loading for the United Kingdom; German bark Antuco, 1,461 tons, Capt. Spiensan, and Chilian bark Lake Macklan, loading for South America. At Chemainus and points adjacent are American ship Louisiana, 1,344 tons, Capt. Haleron; American bark Melrose 944 tons, Capt. Peterson, loading props for Santa Rosalia; American schooner, 308 tons, Capt. Witzmann, loading for China; and the American bark McNear, 1,132 tons, Capt. Penderson, loading for Sydney. The fleet loading at the collieries is as follows: British ship Columbia, 900, Capt. Brove, loading for Skagway; American ship Wachusetts, 1,479 tons, Capt. Davidson, loading for Unalaska; British steamship Bristol and the British ship J. B. Brown, 1,407 tons, loading for San Francisco.

THE UTILISATION OF GLACIERS.

The modern utilitarian spirit has now attacked the Alpine glaciers, and is treating them, so we are told, as mere deposits of ice, to be quarried and sold at so much a pound. Says the Engineering Magazine (New York):

"Until recently the principal commercial value of the Alpine glaciers has been considered to lie in the attraction which they have offered to tourists, and the consequent revenue which has accrued to the skilful exploiters of natural scenery. During the past year, however, a more practical idea has been developed, and the Glacier du Casset, near Briancon is now regularly operated as an ice quarry, the blocks being cut and conveyed over an overhead cableway to a convenient place for shipment by rail to Paris, there to be consumed in the cafes and hotels of the metropolis."

It also quotes the following account from Le Genie Civil: "A moderate clearing of the face of the glacier revealed a vertical front of ice 25 to 30 feet in height and about 100 feet in clear width, and from this quarry the ice is removed in blocks in the following manner: Vertical grooves 6 feet deep and about 8 feet apart are cut in the wall of ice, extending from the base to the top, and a similar channel is cut from the top downward behind the ice, the rear cut extending only about one-third of the way down. A small excavation is then made under the foot of one of the rectangular pillars, and a light blast of powder is sufficient to bring down the mass, usually in three or four large pieces. These blocks are further broken into pieces from 200 to 300 pounds in weight, and passed down slides to the loading platform of the cableway. The smaller pieces are caught in grappling tongs, and the smaller ones packed in boxes, these being suspended from the trolley. The ice is thus sent down the mountain side a distance of nearly a mile and a half, the difference in elevation between the two ends of the cableway being about 1,330 feet. As the loads are always on the descending side of the endless cable, no other source of motive power is necessary than the weight of the ice itself, and a controlled brake is used to prevent an undue acceleration from taking place. At the lower platform the ice is unloaded from the trolleys into carts, and hauled to the railway station at Briancon, about ten miles distant, where it is shipped to Paris. The cost of installation of the cableway, including the construction of the wooden supports and all details ready for operation, is given as 25,000 francs ($5,000), and the daily cost of operation of the entire plant, employing about 100 men, is 150 francs ($30). As the output is about 100 tons of ice per day, the cost is but 1.50 franc (30 cents) per ton, at the lower platform of the cableway. The cost of hauling to Briancon is about six francs per ton, and, including the wastage by melting in the summer time, the cost of glacier ice at the Briancon station is about 9 francs ($1.80) per ton. As this interesting plant has been in successful operation since July of last year, there seems to be no doubt of its mechanical success, while its value as a commercial investment will probably depend somewhat upon the season, and upon the scarcity of ice from other and former sources."

TRAIL BREWERY CHANGES HANDS.

D. G. Yuengling, a prominent New York brewer has just concluded negotiations by the purchase of the big brewery at Trail for a small syndicate. The brewery is to be entirely renovated and improved, and the intention of the new owners is to brew as fine a quality of beer as can be had on the continent. They will undoubtedly succeed in this as the management of the concern will be in the hands of Mr. Yeungling himself, and his beer is a byword for excellence in New York. His son, Fred Yuengling, is the manager of the Kamloops brewery.

The visit of Lord and Lady Aberdeen to Rossland on Tuesday next will be the occasion of a civic holiday in honor of their coming. This decision was reached without dissent at a citizens' meeting to arrange for their visit.

The latest development in the dispute between the Iron Mask and the Centre Star over the possession of a vein is an injunction secured by the former restraining the Centre Star company from continuing a winze which it was driving from a drift in the disputed workings. The allegation of the Iron Mask was that its opponent was clean out of ore in the winze, and hence could not continue operations any longer at that point in the Iron Mask ground.

The mail carrier at New Denver recently had an exciting experience. He was trudging toward the station with mail bags on his back, and his thoughts far away from his surroundings. Suddenly on the trail before him he met a bear as big as a cow, with hair standing out, eyes as red as fire and mouth wide open. Dropping his mail bags the carrier ran to the road below and hid behind a woodpile until the bear made off.

W. B. Bradley, who was engaged on the engineering of the Crow's Nest Pass railway, is in Rossland, to occupy a similar position with the C. & W.., on the widening of the gauge of the road between here and Trail. "The Crow's Nest Pass road is now completed as far as Elk river," said Mr. Bradley, "and as the work of laying the track is proceeding at the rate of from four to five miles a day, and the work from Elk river to Kootenay lake is not of a very heavy character, it is expected that the road will be completed to the lake by the middle of October, when traffic will be possible clean from McLeod to Rossland, for the company is now engaged in building scows to carry the cars up the lake to Nelson, where rail connection will be made with this city. It is not likely that the road will be built up Kootenay lake to Nelson for a year or so, but the scows will render this unecessary."

Alderman Edgren, of Rossland, has just returned from the south fork of Porcupine creek in the Ymir district, and reports a big strike on the Big 4, one of a group of four claims in which he is interested. This group, consisting of the Lerwick, Hercules, Snowflake and Big 4, were located in 1896. Last year in doing the assessment work a very wide ledge of galena boulders was discovered, which assayed from $14.50 to $34.60 in silver and lead. This year in prospecting the Big 4 there was discovered a ledge over 20 feet wide in solid formation of very rich looking rock, carrying silver, lead and copper, on which a shaft is now being sunk. Mr. Edgren brought down some samples from near the surface which may be seen in