SIZE OF YUKON PLACERS.

An order in council recently passed at Ottawa reads as follows:

"Whereas clause 7 of the regulations governing the disposal of placer mines on the Yukon river and its tributaries in the Northwest Territories, established by order in council of the 21st of May, 1897, provides that if any person shall discover a new mine, and such discovery shall be established to the satisfaction of the Gold Commissioner, a claim for 'bar diggings' 750 feet in length may be granted; and whereas the intention was to grant a claim of 750 feet in length to the discoverer of the new mine upon a creek or river, and not to grant a claim of that length for 'bar diggings,' His Excellency, by and with the advice of the Queen's Privy Council for Canada, is pleased to order that clause 7 of the said regulations governing the disposal of placer mines on the Yukon river and its tributaries shall be and the same is hereby amended, so that the above grant to a discoverer may apply to creek and river claims instead of to 'bar diggings.'"

FOR GOOD ROADS.

The bicycle men are in earnest in their determination to secure good roads, and at the meeting under their auspices in Waitt's hall last evening, the first practical steps towards getting the desired improvements were made. As a result, Mr. Harry Salmon at present held $18, subscribed at the meeting, as the nucleus of a fund, to be applied towards advocating good roads.

A committee was appointed, with power to add to its number, composed of Messrs. J. Edwards, Herbert Kent, J. Savannah, B. S. Oddy, J. E. Church, A. J. Dallain, R. Jameson and Mrs. Kent. Mr. A. H. Scaife was chairman of the meeting and Mr. Dallain secretary.

The utilization of all newspaper advertising space on some occasion prior to the day of voting on the by-law, for matter advocating good roads; the hanging of banners over streets most in want of repair, the distribution of post card literature, the decorating of bicycles, the placing of cards in shop windows and a great demonstration at Beacon Hill are some of the schemes proposed. The Mayor will be asked to call a public meeting. A committee meeting will be held at 4 o'clock this afternoon.

BIG BEND THRIVING.

Mr. J. D. Graham, gold commissioner for the northern section of Kootenay, with headquarters at Revelstoke, was in Vancouver on Wednesday on his way to this city. Referring to mining matters in the district, Mr. Graham said that the country in the vicinity of Revelstoke is steadily improving. "What we need, though," continued Mr. Graham, "is better transportation facilities. At present it costs 6 or 7 cents per pound to pack goods north into the Big Bend country, while if a steamer ran up the Columbia 40 miles as far as La Porte, which is practicable, the cost of conveying provisions for the whole distance would only be about 2½ cents per pound. The steamer Lytton, belonging to the C.P.R. made one trip to the Big Bend, but as the water rose she could not again get through the canyon above La Porte which is 40 miles from Revelstoke. The steamer could proceed as far as La Porte all right although there are a number of boulders in the river that need clearing out. The Lytton is now at Nakusp being overhauled.

"Several of the properties in the Big Bend are becoming more than poor men's prospects. The French Creek Mining Co., are putting in flumes and trenches for placer mining and have a force of 75 men employed. A rich strike on Eight Mile Creek, 20 miles from Revelstoke, has recently been reported. The owners of the Waverley mines at Albert Canyon have of course done a good deal and now have 60 men working on the wagon road from Albert Canyon to the mines besides a number of men in the mine. Men are very scarce up country, a large number having gone to work on the Crow's Nest Pass railway.

"The section around Illecillewaet is going ahead well and considerable assessment work has been done. There is also quite a move in the Lardeau, Arrow Lake and Trout Lake districts. The drop in silver has, of course, had an effect, but I understand none of the mines in Kootenay will close down for that reason."

AN OBNOXIOUS DEAD MAN.

Postmaster-General Mulock has at last met his match. He wrote to a postmaster named Lefebvre in Bonaventure county, telling him he was discharged from his office because of his offensive partisanship during the last Dominion campaign. The postmaster paid no head to the letter—not through any desire to be discourteous to Mr. Mulock, but simply and solely because he was dead. The fact that he died three months before the election took place makes his conduct during the campaign all the more reprehensible. Postmasters have noright—absolutely no right we say—to take an active part in politics even when they are living. It is infinitely worse to keep up their offensive partizanship after they are dead. We are not informed just what part Mr. Lefebve took in the last elections but we surmise he marshaled the graveyard vote for the Conservative party. Mr. Mulock did perfectly right in dismissing the late Mr. Lefebvre from office. A man whose post mortem partizanship is offensive ought not to hold a public office after he is dead.—Kincardine Review.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

ANOTHER FORTUNE.

SEATTLE, Aug. 18.—This forenoon Willis Thorp was handed a letter by a man who came down on the Al-ki. It was written by Edward Thorp, and came overland, saying that he had cleaned up $130,000 in the Klondyke in eight weeks, and was coming home on the steamer Portland, which is due in Seattle, August 26. Thorp left Seattle one year ago, going north with a drove of cattle.

(From the DAILY COLONIST, August 20.)

HOMEWARD WITH GOLD

The "George E. Starr" Arrives With the Latest Fortune Makers From the North.

Skagway Declared by the American Government Open to Canadian Shipping.

Great news was that which came from the North by the steamer George E. Starr yesterday, a small party of pioneer miners of Stewart river having according to report crossed the pass from the scene of the latest gold discoveries and taken steamer at Skagway for Seattle. One of the number according to the first information received, brings with him to his home in Seattle, no less than $160,000 in gold dust as the proceeds of his own labor only during a single season. His name was not given in the dispatch from Union telling of his good fortune, but the sender of the news remarked that there can be no question of its reliability.

Accompanying him home are four Victorians, who have been mining on the upper Yukon and although they have not been quite as fortunate as some others, have upwards of $25,000 to show for their labors. Millions in virgin gold may be looked for by the steamers arriving here from the North during the next few months.

The scene of good luck is said to be the point at which the new find was reported three days ago, and latest reports from the north are to the effect that even famous Klondyke is now neglected, the miners rushing from there to the Stewart where even larger fortunes are to be made in infinitely shorter time. Clarence Berry's luck pales into comparative insignificance beside that of this later Croesus, who according to latest advices made his pile within a few months. Speaking of the Stewart river discoveries, James O'Brien writes to W. H. Hindle of Juneau, his letter bearing date of June 22. He says:

Upwards of one hundred and fifty men are starting as I write for Stewart river, just as hopeful and enthusiastic as when they took part in the rush to Bonanza and El Dorado creeks. All six tributaries of the Klondyke are also proving rich beyond report, Adams creek alone failing to justify expectations.

Sam Levy, a young Seattle Klondyker, has just been hear from in a letter to his brother-in-law, Mr. Phillips, of this city. He says that the party of which he is a member will be over the pass in about five days from the date of writing, the hard work then commencing.

"No one has any idea of the terrible journey," the letter proceeds. "We have been making thirty miles a day and carry 800 pounds a day. All the stuff has to be packed three miles over the mountains, as the horses cannot get over loaded. We expect to reach Dawson City by the 20th of September. So many are getting disheartened and disgusted, and are selling their outfits for just enough to enable them to reach home, that there is no difficulty in getting supplies."

The customs authorities have received the welcome information that hereafter vessels from this port may enter and clear from Skagway in the same manner as Dyea, the fatal objection to the latter place in its exposed condition and absence of landing facilities for large craft being recognized by the American authorities. Yesterday's good news came in telegrams to Collector Milne and to Mr. Thomas Earle, M. P., in answer to the following telegram which that gentleman had sent on Wednesday last:

VICTORIA, August 18, 1897.

Sir Richard Cartwright, Acting Premier, Ottawa, Ont.:

Deputy collector Dyea will not permit Canadian vessels land freight and passengers Skagway Bay—gateway to the White pass—three miles from Dyea. American vessels do so. All travel and freight going that way. If possible get permission from United States government for Canadian vessels land Skagway Bay. Very urgent such privilege should be secured immediately in interest of Canadian trade and shipping. T. EARLE.

The reply from the Secretary of State is prompt and satisfactory. Here it is:

OTTAWA, Ont., Aug. 20, 1897.

Thos. Earle, M.P., Victoria:

Am advised officially by Treasury Department, Washington, that all vessels may enter at Skagway, and American officials have been wired accordingly.

R. W. SCOTT.

ANOTHER NATURAL RESOURCE.

Consequent upon inquiries, the department of agriculture has been in correspondence with the Wisconsin Grass Twine Company on the subject of what they call "slough" or wire grass, for the manufacture of binder and other common twines. It was learned that the grass alluded to was really a sedge, botanically called carex vulpinoidea. Mr. Anderson, the deputy minister of agriculture, thereupon sent to the company specimens of the most common of the British Columbia sedges, which are usually cut for swamp hay—carex exsiccata and carex cryptocarpa. On receipt of these samples Mr. O'Shaughnessy, the manager, wrote to Mr. Anderson:

"Grass like these samples would be suitable for our manufactures. I would thank you very much to know approximately in what quantities this grass can be had, and where the lands producing it are situated."

To this Mr. Anderson has replied, stating that the grass grows along the margin of any lake or river in this country where the conditions are favorable, and that probably the flats of the Fraser are as favorable as any locality for growing a large quantity. He has also asked for particulars as to the length required, when and how to cut the grass, the manner of curing it, the quantity that the company will require and the price the grass will command. Anyone interested in acquiring information may see the grass at the office of the department of agriculture.

EXPERIENTIA DOCET.

The law makers of British Columbia know something about mining, and in this respect they differ from those who have framed the Klondyke regulations.—Nelson Tribune.

THE CITY.

MRS. SPAIN conducted a consecration meeting of the W.C.T.U. yesterday, at which arrangements were made for the billeting of delegates to the provincial convention at the last of this month, and the following were chosen to represent the Victoria union: Mrs. Goodacre, Mrs. Clarence Cox, Mrs. Pickard, Mrs. William Grant, Mrs. John Robson, Mrs. McInnes, Mrs. Gill and Mrs. Spain.

A REAL good time may be confidently anticipated at the "old time garden party" to be held in Mrs. Pendray's spacious grounds on Tuesday afternoon and evening. The programme is both unique and startling, and while everybody is sure to enjoy themselves there is said to be a secret which only those who go can learn. The grounds will be open from 3 to 10 p.m.

A NEW issue of $1 and $2 bank notes of the Dominion of Canada went before the Victoria public yesterday, and persons whose fad takes this shape will be interested in the fact that the very first numbers in each series were issued in this city. The $1 bills are embellished with the portrait of the Governor-General, Lord Aberdeen, and have for centrepiece a logging scene on the Ottawa river. The $2's are graced with the portrait of the Prince of Wales, with a representation of net fishing on the face, and on the reverse a picture of harvest hands at work.

A FAREWELL banquet was given by "Prof." Foster to a number of his excomrades in the navy from H.M.S. Comus on Thursday evening. About twenty-five guests sat down to a sumptuous spread of roast beef and plum pudding, etc., described by one of the blue-jackets as a good "old English dinner." A jolly time was had with song and pipe well into the night. Before the party broke up a presentation was made to a blue-jacket named R. May, by his friends, of a handsome meerschaum cigar holder. The Comus is expected to leave for home on Wednesday.

DEATH has again been busy among the pioneers, removing from the large circle of her relatives and friends Mrs. Jane Durance, of Lake district, a native of Kent, England, aged 66 years, the greater portion of whose busy life has been spent in this province. She came to Victoria in 1853, and ever since that distant date made her home in the vicinity of Victoria, where she has seen her children, her grandchildren and her great-grandchildren gathered about her to render their tribute of affection. The funeral is arranged to take place to-morrow at 1 o'clock from the homestead to South Saanich church and burial ground.

A FORTUNE CLOSE AT HAND.

It is not on the Klondyke or Stewart creek alone that fortunes are to be made, as those who returned to Victoria by the Willapa yesterday can with positiveness testify. Among the incoming passengers was Mr. J. C. Kincaid, of Sumner, who has been prospecting since the first of July last, and in proof of his success brings home a sackful of samples of the prettiest peacock copper seen in Victoria during recent months. The samples total more than a hundred pounds in weight and closely resemble the peacock ore from the Van Anda. What their value is cannot be definitely determined until the assayers complete their reports.

Mr. Kincaid's partner and companion was the well-known James W. Jones, of Alberni—"Black Jones," than whom there is no better prospector in the district. Their operations were confined to the territory about Sidney harbor, above Clayoquot, of which they are the pioneer prospectors.

Four ledges were uncovered, distinct but running parallel for about 4,500 feet, in one of which is this peacock copper of the highest grade, while the others indicate the same valuable class of ore. The one ledge from which the majority of the specimens have been taken averages about thirty feet in width, and has been traced the length of the claim. Samples of 100 pounds were taken from a nine-inch hole, and all the specimens secured are of much the same quality. Some of the samples will be assayed here and others taken for treatment to the smelter at Tacoma, for which city Mr. Kincaid left this morning.

GREAT ELECTRIC SCHEME.

Sir Charles Ross, the Scotch baronet and promoter, is pushing the work on an electric power plant at Middle Falls, on the Kootenay river, 17 miles above Robson. He, Oliver Durant of the Central Star mine, and Charles R. Hosmer of the C.P. Telegraph line, are the pushers of this electric scheme. They expect to have the power house built, dynamos set and wires strung in four months. They will first furnish power to the Centre Star, but not exclusively, as they advertise their readiness to furnish it to the mines generally. The capacity of the plant will be 10,000 horse-power. The length of the transmission line will be at least thirty-six miles, ten miles greater than the distance from Niagara Falls to Buffalo. Ross says the cost of power to the mines will be reduced 50 per cent. An interesting question is involved in this enterprise—its commercial success. L. B. Stilwell, electrical director of the Niagara company, says the transmission of 1,000 horse-power twenty-six miles is still an experiment, and until he has had actual experience in transmitting a block of 5,000 or 10,000 horse-power that distance he has no opinion to express upon its efficiency. The Kootenay promoters seem to take it for granted that they can successfully transmit 5,000 or 10,000 horse-power thirty-six miles. They could have located near Rossland, but from the point selected they can reach Nelson, Kaslo, Slocan City and Sandon, making their plant the great generator of power for West Kootenay.—Trail Creek News.

TORONTO, Aug. 19.—The features of to-day's proceedings in connection with the British Association were the delivery of addresses by the presidents of sections, and the royal reception in the evening. The Royal Canadian Yacht Club gave a garden party this afternoon, well attended by nearly 1,000 guests.

The affair this evening was one of the most brilliant ever held in the city. The parliament buildings were brilliantly illuminated and handsomely decorated. The vice-regal reception began at 9 o'clock, and the Governor-General and Countess of Aberdeen were shaking hands till 11 p.m.

WHAT THE PEOPLE SAY

Further Arguments in Favor of the All-British Route to the Yukon.

Good Roads and Why Wood Blocks Should Be Used in Preference to Asphalt.

TO THE EDITOR:—The steamship Portland, from St. Michael, is due at Seattle on the 22nd inst. She will in all probability bring a large quantity of gold dust from the Canadian Yukon. In that case her arrival will add to the world-wide interest and streams of population to the North Pacific Coast. It is just as important that the gold extracted from the Canadian Northwest should be brought to the Canadian Pacific Coast cities as that miners fitting out for the Klondyke should purchase their supplies in Canada. It is the returned miner investing his coin in the country which adds immensely to the general prosperity. What is being done to induce the flow of gold dust to come to our Coast cities?

The Dominion government have (unwisely to my mind) imposed an exorbitant royalty upon gold mined in the Northwest Territory. Will that induce miners to bring their gold here or to Vancouver? Will it not be a strong inducement to evade the impost and remove the dust anywhere except to a Canadian city?

The congested condition of the passes at the head of Lynn canal, Alaska, the loss of business this year to British Columbia, the fact that returned miners have to first land in an American Coast city, is the inevitable result of the want of forethought in making provision for properly opening 150 miles of road from the Stikine to Teslin lake, and the non-operation of a line of steamships from Victoria and Vancouver to Telegraph Creek, on the Stikine. If that route had been properly opened, established and advertised, and unwise mining regulations not been promulgated, the stream of miners now blocked in the Alaskan passes to British Columbia and the Canadian Northwest would have largely been diverted to the Canadian cities and the through Canadian route by the Stikine to Dawson City. In due season the returned miner with his Canadian gold dust would be visible in our midst.

We cannot expect many people to come to a city and outfit, or to return with treasure, unless a means of travel to and from the city to the mining centre is constantly available. Miners and traders do not come for their health; they are actuated purely by business considerations. In their migrations to and from the mining districts they travel by the route which gives them the best means of access and egress and is most profitable. They spend their leisure in the city that affords inducement for investment and means of pleasure. They do not care whether it is British or American, unless driven from either country by narrow and contracted legislation.

The Stikine-Teslin lake wagon road should be built as a government work. Is there any other practical road of equal or less mileage the construction of which points to such possibilities? It will open up through the heart of the northwestern portion of the continent of America, a waterway extending to the Bering Sea, and to the Arctic Ocean. It gives immediate access to numerous rivers, streams and creeks flowing from the Rocky Mountains on our side and the Coast range on the other. It brings all the vast mining territory tributary to the North Pacific coast cities by a pleasant route over British Columbia soil and by a waterway open to the ocean to British vessels. Horses and beef cattle can be brought from the interior of the province and driven to the mining camps increasing in value every day consequent upon the abundant feed along its route. Miners can procure game on the land, fish in the waters, and totally avoid the dangerous Miles Canon and the White Horse rapids which must now be encountered on the Lynn Canal routes. Custom house complications are reduced to a minimum. You must please excuse my recurrence to this subject but I feel that if the powers that control the public purse strings can be induced to realize the importance of this road to the governed much good will have been accomplished. Another important step is to remove the blight placed upon northwestern British Columbia by the legislation of last session. This can be done as suggested by the immediate repeal of subsidies and concessions unwisely granted. It is unfortunate that the legislature has not been convened for this and other necessary purposes.

ROBERT BEAVEN.

Victoria, August 22, 1897.

THE ROAD QUESTION.

TO THE EDITOR:—A by-law will shortly come before the ratepayers empowering the council to borrow $100,000 for the improvement of our streets. That our streets are not in a satisfactory condition cannot be denied. Is the present a suitable time to saddle ourselves and successors for the next 10 years with an expenditure of say $14,500 per annum? Would such an expenditure secure good roads to any adequate extent, unless confined to a small area?

The central portions of Government, Douglas, Yates and Johnson streets are thoroughfares in which the largest section of the public are primarily interested, and these streets should be paved so as to be free from noise, dust and mud, so that they can be swept and cleaned every day. This cannot be secured by macadam, and it is not worth while replacing the present style of road metalling with anything less than the very best obtainable, at any rate in these sections. No cheese-paring style of road making is of any real use; it is the worst possible economy, or rather the most extravagant way of doing the worst possible kind of work.

The material used and the method of laying asphalt in this country has not proved successful; the material has to be imported and, to secure good work, foreign labor accustomed to the material would also have to be imported. I have had plenty experience of this in London and Paris and speak with certainty on this matter. Besides this, even if alien labor and material were available and it was desirable to send our earnings out of the country, asphalt, under humid atmospheric influences, is very slippery and dangerous to horses.

Wood pavement, as laid in London, is free from all the objections to asphalt. Here it would be a home product and could be laid by local labor. The only point is the treatment of the material and the method of laying. The blocks should be close grained, preferably from the butt end of the log, uniform in texture and selected perfect; 9 inches long, 3 inches wide and 5 inches deep; cut grain on edge and thoroughly desiccated. They should be laid in sand on a bed of sand or a foundation or roadbed of concrete, 6 inches thick, flushed up with liquid cement mortar and when dry grouted with tar and strewn with gravel. Such a road surface would require no repair for the first four years, and last nine to ten years with slight repairs in places. The roadbed would outlast several renewals of the surface. This would make the cheapest and best investment for the city and should first be laid in the section indicated and extended throughout the main thoroughfares within the city limits.

It is not desirable that a wood pavement should lie too long; after eight or nine years it gets bumpy and uneven, and at the expiration of about ten to twelve years should be entirely relaid. Creosoting the block would extend the life of the roadway, but at considerable expense, and would be just so much extra cost thrown away, because, after a certain limit of time the roadway is practically worn out.

I notice the concrete gutter laid last year opposite Spencer's is showing signs of wear, and also that the road block crossings are as perfect as they day they were laid. The vitrified brick sidewalk opposite the Five Sisters block seems to meet all the requirements of the case. Vancouver was proposing to replace the asphalt there laid down with wood blocks for the reasons I refer to; London has done so time and time again and wood is used, but under the deliberate intention of relaying it every eight or ten years, according to the traffic it has to sustain. THOS. C. SORBY.

"HUSH-A-BYE."

Generations of weary fathers will bless Mr. Thomas Kipling, of Victoria, for a happy little invention that he has patented. Not only the papers of Victoria, but of all Canada, the United States, Great Britain, France, Germany and Belgium are interested, for in all these countries is the patent obtained.

In these days of rush and hurry when a fond father goes home tired out, perhaps with selling a raft of goods to prospective Klondykers, he needs his rest, and it is conducive to neither health nor happiness if he is awakened in the night by the baby howling with the colic, and demanding papa's care and a promenade to soothe it's sobbings.

Mr. Kipling's invention cures all this, for it is a cradle that works by machinery so simple that, after winding it up like a clock, papa may snooze again sure that the cradle will rock smoothly and noiselessly. This cradle is hung on knife-edge bearings, and beneath in a box is a spring motor with escapement wheel which makes the motion faster or slower as desired. The driving wheel is operated by a train of toothed wheels and works a bell crank lever which gives a side motion. An arm from this connects with a slot projecting from the bottom of the cradle, and with this simple machinery the new woman will be able to make the vain boast that "the hand that rocks the cradle rules the world."

It is a simple thing but effective, and there is not the least fear of an accident. This, however, is not the only one of Mr. Kipling's inventions. He is a stationary engineer, with inventive ideas, and he says he has one or two other good things that he will be putting before the public very soon.

FALL SHOWS.

Dates Fixed for Some of the Agricultural Fairs to Be Held This Year.

Although Victoria is not to have any agricultural show this year, there will be the usual number of such exhibitions throughout the country this autumn. The farmers are just beginning to get in shape for what is the greatest event of interest to the agricultural districts—the annual show, but so far the dates of some have not yet been decided upon. So far as can at present be gathered, the following are the dates fixed:

Wellington	September 4
Kelowna	September 22 and 23
Vernon	September 29 to October 1
Duncan	September 24 and 25
Chilliwack	September 29 to October 1
Westminster	October 7 to 9
Kamloops	October 13 to 15

CAPTAIN AND MATE KILLED.

BOSTON, Aug. 18.—A cable received in this city from Buenos Ayres says that Capt. J. W. Whitman and Mate Wm. Hanesburg of the steamer Oliver Pecker, which sailed from this port on June 27, have been murdered by the crew. The principal owners of the vessel are J. P. Ellicott & Co., of Boston, the same owners that sent out the barkentine Herbert Fuller, on which Capt. Nash and his wife and Mate Bamberg were murdered. The message containing the information was from a banking firm in Buenos Ayres and gave only the bare facts of the double murder, together with the statement that the vessel was afterwards burned out that the crew escaped and landed at Bahia. The owners hope they are in custody of the United States consul there, who would naturally assume charge of the shipwrecked men. The Pecker was a fine vessel of 832 tons. The captain held a large interest in her. The valuation of the vessel is placed at $30,000, upon which there is partial insurance.

APPROACHING IN STATE.

WINNIPEG, Aug. 19.—Right Rev. W. Ridley, D.D., Bishop of Caledonia, who has been in attendance at the Lambeth Conference in England, arrived in the city this evening, proceeding West on the Pacific express.

The sleeper car Kanagawa was attached to the Pacific express this evening, and was assigned to His Excellency Chang Yen Huan, China's special ambassador to England for the Diamond Jubilee ceremonies, accompanied by a party of thirty-two members, including some fifteen servants.

We Have a Strong Pull

and will ensure a quick return on your investments. Let us remind you that we are in the market with our cash picking up bargains. We buy in quantities to get the largest discounts, and can make prices to meet *Wholesale* buyers. To hot to *Cook?*—use Armour's ready cooked meats.

Roast Beef, 2-lb. tins.....25c.
Corned Beef, " .....25c.
Sliced Bacon, 1 tin.....20c.
Brawn, 2 tins.....30c.
Pigs Feet, 2 tins.....30c.
Deviled Meat.....15c.
Bass' Ale, 2 quarts.....25c.
Ginger Ale and Soda Water.
Lime Juice.....25c.

Dixi H. Ross & Co.

Gold! Gold! Gold!

HO! FOR THE KLONDYKE.

Parties intending to outfit should call and inspect our prices before purchasing. We are the only house in Victoria running two complete stores. In the one we have Mackinaw Shirts, Underwear, Mitts, Gloves, Caps, Hats, Etc., while the other store carries Shoes and Rubber Boots of all descriptions. We do not believe in selling cheap goods for the mines. You will find when you get there that the best is none too good. See our 13 pound Blanket for $7.50. It is without exception the very best for the money. A liberal discount to parties purchasing complete outfits from us.

Gilmore & McCandless,

35 AND 37 JOHNSON STREET.

AGITATING THE SULTAN.

CONSTANTINOPLE, Aug. 18.—The city is almost in a panic to-night over the news of bomb explosions attempted or accomplished this afternoon at three different points. The explosions are attributed to Armenians. At 3 o'clock a bomb was thrown just outside the police headquarters. It failed to explode. Almost at the same moment an Armenian was arrested at the Imperial Ottoman bank in the Galata district. He was carrying a package of explosives which he was trying to ignite. A second bomb was exploded in a private road between the offices of the Grand Vizier and the state council house. One man was killed and several others severely injured.

The police and the guards at the Sultan's palace are taking extraordinary precautions to-night, which have given color to a rumor that the bomb throwing was part of a widespread plot. The most abject terror prevails in the precincts of the palace. In many parts of the city, particularly in the vicinity of the police headquarters and of the state council house, all the shops were closed and it was necessary to call out the police force and the military before anything like calm was restored.

The Armenian who was arrested at the Imperial Ottoman bank was trying, it is reported, to place the bundle of explosives near one of the main entrances. The police are reticent as to the reason for summoning the palace guard and closing all the doors and gateways, but it is rumored that a similar outrage was attempted within the palace limits and that the approaches were barred to prevent the exit of the would-be perpetrators.

MR. TARTE'S TROUBLES.

TORONTO, Aug. 18.—The World's Montreal special says: It is stated in political circles that Mr. Choquette, who is law partner of M. Beausoleil, M.P., and one of the most determined of the anti-Tarte faction, has agreed to obtain a round robin, signed by twenty-five Quebec Liberal M. P.'s, demanding Mr. Tarte's retirement from the government, the same to be presented to the Prime Minister upon his return from Europe. The Minister of Public Works, however, the despatch adds, has not been idle, and this is how he sizes up the situation. He is opposed by two factions, one led by Mr. Beausoleil, M.P., and the other by Mr. Prefontaine, M.P., and he looks upon the latter as the more dangerous. The member for Maisonneuve must be conciliated at all cost, and Mr. Tarte has already commenced to use his all-powerful influence with Sir Wilfrid Laurier to have Sir Henri Joly de Lotbiniere retire to Government House at Winnipeg, his position in the cabinet to be taken by no other than Mr. Prefontaine. To divide and destroy has been Mr. Tarte's watchword in his dealings with the bolting Liberals, for with so powerful a man as Mr. Prefontaine on his side, the Minister of Public Works can well afford to snap his fingers at Mr. Beausoleil and his rebellious friends.

PUT BACK IN DISTRESS.

PLYMOUTH, Aug. 20.—The twain screw torpedo boat destroyer Thrasher and the second class twin screw cruiser Phaeton, which was escorting the former, and which started yesterday for the Pacific station, have returned to Plymouth, both being badly damaged through the severe weather which they encountered. During last night the Thrasher got across the bows of the Phaeton, and the coxswain of the torpedo boat destroyer was knocked overboard and drowned.

Captain McCoskrie, of Galiano, is in the city.

VICTORIA COLLEGE,

BEACON HILL PARK.

—NEXT TERM BEGINS—

Monday, Sept. 6th, 1897.

For Boarding or day prospectus, apply:

Principal J. W. Church, M.A.

PAINT YOUR BUGGY FOR $1.00

J. W. MELLOR

Paints, Oils, Wall Paper, Plate Glass. Fort St., above Douglas. VICTORIA. sei0-1y

B.C. STEAM DYE WORKS, 141 Yates Street, Victoria. Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new. el-1ydaw

$700 will buy 60 lots between old and new townsite, sub-division 421, Alberni. Address 136 Pandora street.

NOTICE.

Notice is hereby given that sixty days from the date hereof, I, John Irving, intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described land at the head of Tofino Inlet, in the Clayoquot district. Commencing at a post marked John Irving's N.W. corner, being the south-westerly corner of O-nad-silth reserve No. 9; thence East along the south boundary of the reserve, 40 chains; thence South 40 chains; thence West 40 chains, more or less to the beach; thence following the Easterly shore of Tofino Inlet to place of commencement, containing 160 acres, more or less.

Dated this 15th of July, 1897.

JOHN IRVING.

au15

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