

## A WARM WELCOME

Bishop Christie Greeted by the People  
of His New Charge and Enthroned  
This Morning.

Though Suffering From Severe Illness  
His Lordship Greeted a Large  
Congregation.

Members of the reception committee appeared in connection with the visit of Bishop Christie, lately consecrated bishop of Vancouver Island diocese, were early this morning to receive the distinguished prelate. Until a late hour last night the ladies of the congregation were busy preparing the palace for the reception of the guests while at the same time the young men of the Institute were busily engaged in decorating the exterior of the building. A liberal amount of flowers and plants were placed in the hall and the St. Michaels and Stripes occupied the door the "welcome" has been placed in the hall. The interior of the cathedral was also most attractive, floral decorations having been liberally placed, and its embellishment.

Bishop Christie arrived at Seattle at an early hour yesterday, having come from Minneapolis via the C.P.R., in time for the last week before proceeding to his new charge. He was met at the station by an almost continual crowd of friends, and he naturally felt weary and tired. He was met at the station by an almost continual crowd of friends, and he naturally felt weary and tired. He was met at the station by an almost continual crowd of friends, and he naturally felt weary and tired.

The St. Michael Fleet, the steamer Tillamook, reached St. Michaels in fine condition with her captain Doran, is reported to be loaded with \$500 by the people of the town as a reward for his seamanship. At one time he had 1,000 miles out of his course, but because he had let a tow line in the gale, he was able to get back to the shore against it with the frail river. The Tillamook left St. Michaels on the 21st and had on board some of the people from St. Michaels. She is the property of the Johnson-Locke Company.

The steamer Noro is all right. All her engines have been landed and started on the river except about ten, and captain was about closing arrangements with one of Mayor Wood's boats to take those ten to Dawson. He is expected to accomplish that by the 25th day, and to sail on that date for Seattle.

The Grace Dollar arrived at Michaels last night and left for Kotzebue Sound. The Britishman began discharging her cargo at St. Michaels on July 22nd. The Laura commenced discharging July 21st.

The South Portland arrived at St. Michaels on July 22nd. The boats of the Boston & Alaska Transportation Company arrived at St. Michaels safely with their tow, and the River Rail is waiting at St. Michaels for the Monarch to come back from Sonoma.

The steamer Connaught was discharging her cargo on July 23rd and left for Seattle on the 24th. The schooner M. M. Morrill arrived at St. Michaels on the 24th.

The Alliance, Captain Hardwick, was ready to leave, and the officers of the Division think she got away about 24th for this port. The sound is here to-morrow.

The Alaska Commercial Company's fleet of river steamers, the ones at St. Michaels ready to go up river were those of Mayor Wood's party, of the Boston & Alaska and the British concerns. There were some of other companies up the river but they were badly needed.

Used and Turpentine are not only remedies, but are also the best for medical science for the treatment of the nervous system of the body. Dr. Chase compounded valuable Syrup so as to take away unpleasant tastes of turpentine and used.

Persons will find this medicine invaluable for children. It is pleasant to take, will positively cure croup, whooping cough and chest troubles.

Dr. J. I. Terry, of Trible, Tenn., in King of Chamberlain's Colic, Cholera and Diarrhoea Remedy says: "It has become a necessity in this city." This is the best remedy for colic, cholera morbus, dysentery and diarrhoea, and is recognized as a necessity wherever its great worth and it becomes known. No other remedy is so prompt or effectual, or so pleasant.

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## DREDGING IN CARIBOO.

Work Proceeding—Half a Million Dollars Spent on Experiments.

Renewed interest is just now being shown in dredging for gold on the Fraser, and it is opportune to state that a few days ago the scow built for the Dominion Gold Dredging & Placer Mining Company was safely launched in the Fraser river, nearly opposite Lillicoet. Mr. W. E. Raney, of Toronto, and connected with the company, in the usual manner christened it "John Chambers," after the president of the company.

All necessary arrangements had been made for the launching. Captain Dill taking great care to have her well braced in case of danger or accident when striking the water. The scow was 150 feet long, with the water, and with skills well prepared, slipped into the water at a good rate of speed, Charles Noel being on the upper deck and riding it into the water.

The dredge will work with a dipper, and the scow will be able to take out the dredge a distance behind, so as to dump the tailings as far behind as possible from the scow. It is 60x30 feet, and it was intended to make it 15 feet longer, but the work was not completed in time.

Three engines will be placed in the scow, one to be used for pumping water, and the twin engines to run the dredge. When the dredge is in operation, it will be able to take out the dredge a distance behind, so as to dump the tailings as far behind as possible from the scow.

Nearly all of the machinery will be on the ground shortly, 45 tons in all being expected. The machinery will be put in place immediately, and Captain Dill thinks he can have the dredge at work in about six weeks.

This company owns a five-mile lease of dredging ground, running down the stream, and taking in the Fraser River, which is said to be very rich. In connection with dredging, the B. C. Mining Journal has the following:

A half million of dollars has been spent in building dredges for work in the gold-bearing streams of British Columbia within the past five years. Most of this money has been used to test the hobby of some person who has a plan of his own for the recovery of gold. Now that men are recognizing the fact that suction pumps do not work in the class of river beds found here, and that buckets and elevators will not do, we may expect work to be done in the future.

The two new working in this section on the latter system are proving a success. Until the high water is over, the Pitts dredge, at Cottonwood, is idle, as the river is receding and expected to be low, in a few weeks the dredge will be busy at work again. Dr. Grainger is in charge, and will carry on the work with all the energy of his construction.

Mr. C. E. Hall, of New York, who is one of the parties interested in the Ottawa Dredge Company, of Toronto, was in Seattle last Tuesday, and he seemed to be in good spirits over the starting up of the first Ottawa dredge, which is now being operated by the Northwest Gold Mining Company, on the Quenneville river, about 15 miles above Quenneville.

Mr. Hall stated that the machine was built by the Oleson company, and guaranteed to handle 80 cubic yards per hour. It was run successfully for one week by the contractors, and was then turned over to the company, and is now running successfully. The dredge is run on the bucket system, 60 buckets, every other one being armed with teeth, to tear up the bottom, the next being smooth rim. The gravel is raised and dumped evenly into the sluices, and the machinery is capable of raising and does raise, considerably more than the guaranteed amount of 80 cubic yards per hour. The sluices are in charge of W. C. Fry, a practical miner, who, with Mr. W. A. Johnson, is interested in the plant, they being the original lease holders of the ground.

The plant cost, complete, \$16,000 on the Quenneville river, and could be built somewhat cheaper at Quenneville village, as the wagon freight on lumber is somewhat high. It is impossible to take a dredge through the Dominion Rapids, 10 miles above the mouth, so it necessitated the building of the dredge above the canyon. The Oleson company has the machinery on the ground and the sluices are being built a few miles above the present one and to operate on an adjoining lease. The expense of running the dredge is small, Mr. Hall claiming that \$15 a day is the expense for a shift of eight hours, and that 400 yards can be easily raised during a shift. It will be readily seen that if the cost of raising gravel is estimated on this basis, ground averaging ten cubic yards could be mined at an enormous profit, more than \$150 per day of 24 hours.

As a fact, there are bars on the Quenneville and Fraser that will, in places, run several dollars to the yard, and the average of large deposits is from 25 to 50 cents per cubic yard.

Mr. Hall is now on his way east to organize a company to put a dredge on the Cottonwood river, on the lower end of which he has secured a lease. The entire section above and around Quenneville, on both the Fraser and Quenneville rivers, is under lease, and if, as now seems very fair to presume, there is a successful method, that is, a practical and cheap method for raising the gravel, an enormous industry will be opened up. On an ordinary five-mile lease of the Fraser or Quenneville rivers there is a good ground for working to take a dozen of dredges a fine time, and not be worked out then. In many instances low benches adjoining the river will be worked as well as the river bed.

All in the upper country will be interested in the ultimate results of the work now apparently so well under way by this company.

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A Presbyterian Divine Who Had Many Friends in Victoria.

The Rev. J. C. Smith, D.D., of St. Andrew's church, Guelph, Ont., died at the altar after prolonged illness, on the 27th ult. Dr. Smith had many friends in this city, having preached on two different occasions in St. Andrew's church here. He was pastor in Guelph for twenty-two years, during which time a strong bond of affection sprang up between himself and his people. He was a man of scholarly attainments and exemplary piety, and had a high sense of the dignity of the Christian ministry. As a forcible preacher, an expounder of the truth, and a pupil orator he had few superiors in his church. To the extent of his ministry he was much esteemed. As an ambassador of Christ his life showed his motto to be "This is my Father's will, that I should lose my life for the world." His pilgrimage as a man, a scholar, and a preacher.

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## SEALERS LIBELLED

A Correspondent Accused Them of Plotting to Raid the Pribilof Islands.

They Indignantly Reassert the Imputation—No Canadian Vessel Has Ever Raided the Islands.

Victoria sealing men are indignant that their confederates, who are now on the way to the Behring sea, should have been so basely libelled in the Seattle Post-Intelligencer of yesterday morning in a special despatch from Umanak, Alaska, via this city, signed by one "W. J. Jones, a well known journalist." The truth made Port Townsend famous as a fake center.

The story of Jones, which is reprinted in another column, tells of an alleged plot of the Victoria sealers to raid the Pribilof Islands. The said Jones must have been in the habit of purchasing his humorous little piece of fiction in the product of a life dream; for his story is without the slightest foundation in fact. No such open secret as the event of the truth made Port Townsend famous as a fake center.

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## A WORD OF WARNING.

Mr. T. Conlin Advises Against the Rush to the Klondike Region.

Eldorado Creek, N.W.T., July 3, 1898.—This is truly a wonderful district for gold, rich beyond the dreams of anyone. I have seen \$300 panned out in one pan of dirt on claim 27. The Dorado creek and the same on 29 and 28; the whole creek, from the mouth at Bonanza to number 40, is very rich—not a blank spot. The side walls contain gold and the tributaries near the mouth are all good. I have secured a good claim under the new mining regulations on a tributary of the El Dorado that empties at creek claim No. 27. It is a good thing. Two Colorado boys made the strike this spring. But let me tell you that you will see hard times in the coast cities this coming winter, as hundreds of these poor fellows who are arriving every day, and are still to come, are going out as fast as they arrive; drifting down the stream to St. Michaels. The whole country is staked and staked and recorded—that is, the Klondike and Indian river districts, and it takes lots of pluck and endurance to tramp out through the mountains 100 miles with your grub on your back to hunt for new claims, and after you do find them, if they are good, you have to wait until winter and are deep digging, have to wait until winter to prospect them. Try, if possible, to stop this wild, mad rush of men, women and children to this country, for there is nothing to justify it. There is nothing for them to do; there is work for only a few men, and the man that has been here for one season and knows how to mine properly, and has experience, will take more money gold in the bedrock than he takes out there are 800 men here to-day for every job. I tell you, that many a poor family will be hungry over this stampede, and many a poor man will lose his money, and his wife and children will be left to starve. Hundreds are selling their outfits every day at Dawson for any price they can get, in order to get out and make money enough to leave the country, and they have never been near the diggings; some piling up the stream and others drifting down the American creek, which is not up to much. I am going to remain and wait until winter and open up my claims, make what I can and then, away home. Advise your friends not to invest any money in this country without thorough inquiry, as a lot of worth is expended being put on the market, less properties are being put on the market.

THE WHEELING.  
All of this is amusing, particularly to those who have knowledge of the facts. Those who know the Victoria sealers, know them for a law-abiding body of men engaged in a peaceful and lawful industry, and none who know them would accuse them of plotting to raid the islands. True, the islands of St. George and San Juan, which are in the possession of the United States, have never been raided by a British vessel. No one has ever seen a vessel sailing out of a Canadian port with landing at the rookeries. Raids took place at the close of the eighties and in 1890, but these were made by American schooners and a German schooner. Chief among the American raiders were the schooner Mollie Adams, with which Capt. Sol Jacobs made his much talked of raids, and the schooner Mollie Adams, with which Capt. Sol Jacobs made his much talked of raids.

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## A WORD OF WARNING.

Mr. T. Conlin Advises Against the Rush to the Klondike Region.

Eldorado Creek, N.W.T., July 3, 1898.—This is truly a wonderful district for gold, rich beyond the dreams of anyone. I have seen \$300 panned out in one pan of dirt on claim 27. The Dorado creek and the same on 29 and 28; the whole creek, from the mouth at Bonanza to number 40, is very rich—not a blank spot. The side walls contain gold and the tributaries near the mouth are all good. I have secured a good claim under the new mining regulations on a tributary of the El Dorado that empties at creek claim No. 27. It is a good thing. Two Colorado boys made the strike this spring. But let me tell you that you will see hard times in the coast cities this coming winter, as hundreds of these poor fellows who are arriving every day, and are still to come, are going out as fast as they arrive; drifting down the stream to St. Michaels. The whole country is staked and staked and recorded—that is, the Klondike and Indian river districts, and it takes lots of pluck and endurance to tramp out through the mountains 100 miles with your grub on your back to hunt for new claims, and after you do find them, if they are good, you have to wait until winter and are deep digging, have to wait until winter to prospect them. Try, if possible, to stop this wild, mad rush of men, women and children to this country, for there is nothing to justify it. There is nothing for them to do; there is work for only a few men, and the man that has been here for one season and knows how to mine properly, and has experience, will take more money gold in the bedrock than he takes out there are 800 men here to-day for every job. I tell you, that many a poor family will be hungry over this stampede, and many a poor man will lose his money, and his wife and children will be left to starve. Hundreds are selling their outfits every day at Dawson for any price they can get, in order to get out and make money enough to leave the country, and they have never been near the diggings; some piling up the stream and others drifting down the American creek, which is not up to much. I am going to remain and wait until winter and open up my claims, make what I can and then, away home. Advise your friends not to invest any money in this country without thorough inquiry, as a lot of worth is expended being put on the market, less properties are being put on the market.

THE WHEELING.  
All of this is amusing, particularly to those who have knowledge of the facts. Those who know the Victoria sealers, know them for a law-abiding body of men engaged in a peaceful and lawful industry, and none who know them would accuse them of plotting to raid the islands. True, the islands of St. George and San Juan, which are in the possession of the United States, have never been raided by a British vessel. No one has ever seen a vessel sailing out of a Canadian port with landing at the rookeries. Raids took place at the close of the eighties and in 1890, but these were made by American schooners and a German schooner. Chief among the American raiders were the schooner Mollie Adams, with which Capt. Sol Jacobs made his much talked of raids, and the schooner Mollie Adams, with which Capt. Sol Jacobs made his much talked of raids.

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