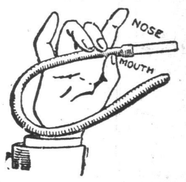
DR. CHASE'S CATARRH CURE



CURES cold in the head in ten minutes.
CURES incipient catarrh in from one to three days.
CURES chronic catarrh, hay fever and rose fever.
Complete, with blower free.

SOLD BY ALL DEALERS
Price 25 Cents

READ THESE WARNING
READ Symptoms, and if
READ you have any of
READ them you should
READ learn about Hud-
READ yan and its remark-
READ able cures. You
READ can write to us or consult the doctors.

HUDYAN CURES NERVOUS DEBILITY.

Here are some of the symptoms:
Do you feel weak?
Have you cold feet?
Have you backache?
Do you shun society?
Are you losing flesh?
Do you sleep poorly?
Are you low spirited?
Are your eyes sunken?
Do you have hot flushes?
Have you ringing in the ears?
Is your memory very poor?
Do you have sick headaches?
Have you noticed a diminution of your powers?
Have you noticed a premature weakness?

If you have these or a few of these symptoms it would be well for you to learn about the great Hudyan remedy treatment.
Hudyan cures when all others fail to cure. This is a good opportunity for you. Write for

Circulars and Sestimonials.

HUDSON MEDICAL INSTITUTE,
Stockton, Market and Ellis Streets,
SAN FRANCISCO, - - CALIFORNIA.
No one can give you Hudyan but Hudson Institute.

DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice Chancellor Sir W. PAGE WOOD stated publicly in court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—Times, July 13, 1864.
DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, &c.
DR. J. COLLIS BROWNE'S CHLORODYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times January 12, 1885.
DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure for Cholera, Dysentery, Diarrhœa, Colics, &c.
CAUTION—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell street, London. Sold at 1s. 1½d., 2s. 9d., 4s. 6d. sey

WHAT BETTER CAN YOU DRINK THAN

JOHN JAMESON
& SONS' (DUBLIN)
"OWN CASED" Very Old
BLACK BOTTLE
WHISKY.

Please see you get it with

Metal Capsules	BLUE	One Star
	PINK	Two Star
	GOLD	Three Star

OF ALL DEALERS.
Sole Export Bottling Agents to J. J. & S.—
C. DAY & CO., LONDON
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B.C. STEAM DYE WORKS,
141 Yates Street, Victoria.
Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new
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$700 will buy 60 lots between old and new townsite, sub-division 421, Alberni. Address 136 Pandora street.

SUCCESSFUL GROWERS USE The STEELE, BRIGGS SEEDS
SOLD BY ALL LEADING DEALERS IN CANADA
CATALOGUES FREE
The Steele, Briggs Seed Co.
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PAINT YOUR BUGGY FOR $1.00

J. W. MELLOR
Paints, Oils, Wall Paper, Plate Glass. Fort St., above Douglas. VICTORIA.
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STUDENTS OF NATURE.

A Distinguished Party of Botanists Reach Victoria on Their Way to the North.

Trees and Plants Not Nuggets and Gold Dust the Object of Their Quest.

Three men who plan to go North on the Queen on the 22nd inst. are not going to seek gold. They are going just to see trees and to revel, from a scientist's standpoint, in the wonders of the woods.

They are John Muir, the California sage and naturalist; Prof. C. S. Sargent, of the Harvard university arboretum; and Dr. W. N. Canby, of Wilmington, Del., a botanist of wide reputation. They met by appointment at Banff Springs several days ago, and after examining certain rare pine species in that region came on here. They are at the Hotel Driard. Prof. Sargent and Dr. Canby are going up Nanaimo way to-day to gather herbarium specimens. They also plan to take a run into the forests back of Port Townsend before starting North.

Far up on the Stickeen river is a forest of giant fire that Mr. Muir worshipped with scientific adoration over fifteen years ago. He plans now to introduce his friends to these forest kings, and to spend a week or so camping in their shade. They will go to Dyea and Skagway, but without any idea of joining in the scramble for Yukon nuggets.

"When people look for gold, they see naught else," philosophically commented Mr. Muir, last night. "I'd be afraid to do that. It's all a chore—what does it amount to? People will go up there and get a lot of gold and spend it, but they'll be no better off."

It was on Professor Sargent's report as a commissioner of forestry that twenty-five or more reservations of forest land were made during the last months of the Cleveland administration. These reservations were chiefly in the Sierra and Cascade watershed of Washington, Oregon and California, and the act caused a jolly row among ambitious Western senators. The result was that tremendous pressure was brought to bear on President McKinley, and the reservations were ordered held in abeyance until the next session of congress.

FISH TRAPS AND NETS.

"If the Dominion government would permit the use of fish traps there would be a cannery at full blast at Beechey Bay by this time next year," said Mr. H. A. Munn yesterday in a conversation relative to the salmon canning business. Mr. Munn has lately returned from a visit to the cannery operated by his company on the other side of the line, where the use of traps is allowed and is in a position to speak authoritatively as to the comparative waste caused by the two methods of taking salmon—by gill nets and by fish wheel.

"After seeing the traps in operation I took a trip up the Fraser and had a look at the canneries on that river, and incidentally at the waste of fish that nolen volens forces itself on the observation of all who travel that waterway. Why all along the banks thousands upon thousands of fish are rotting in the sun and the resulting stench these hot days must be something frightful. Fish offal does not cut a figure in this matter, it is simply the immense number of whole salmon which have in most cases been thrown away by the fishermen who have been unable to sell all their nets would catch. This year the number of fish that the canneries would take from each boat was limited to 150. Very often the very first haul of the seines would bring in over a hundred sometimes very nearly the requisite 150, and the second dip to complete the requisite load would result in taking many more than could be sold; as a consequence this surplus was simply thrown away. In the neighborhood of Steveston matters are in a very bad state owing to these dead salmon, and I don't see how anybody could successfully maintain that the waste caused by fish-wheels is anything like that caused by the nets.

"There is practically no waste at all where the traps are used except that all hump-back salmon are thrown away and as this class of fish has no commercial value, its destruction cannot be called waste in the same sense as that which has gone on in this province. With the traps any surplus that accumulates can be kept in a pound for fully a week if this contrivance is built in such a position that the tide water flows through it. In fact to run a cannery economically there is no other way than by the use of traps, and if we were permitted to use them it would mean the establishment of many canneries along the coast of the southern part of Vancouver island. The immense shoals of salmon which visit Beechy Bay every year would then be of some benefit to Victoria, whereas, as it is now they simply pass here and are trapped at Anacortes and other points on the American side."

This led Mr. Munn to make the statement with which this article begins and he went on to say that the recent "cap swallowing" of the nets of a poor Indian at Beechy bay, the other day by government officials was an outrage as the few hundreds taken by the use of a reef net and sold to consumers in this city was not to be compared with the woeful waste going on in other parts of the province—particularly when the siwashes were earning an honest penny.

"I WILL BE HERALD."

In Letting the World Know What a Boon Catarrh Sufferers Have in Dr. Agnew's Catarrhal Powder.

John E. Dell, of Paulding, O., says of Dr. Agnew's Catarrhal Powder: "I was a sufferer from chronic catarrh. I was advised to try Dr. Agnew's Catarrhal Powder It worked a great cure in me. I had almost instant relief. It is the best remedy I ever tried for this disease. I will do all I can to make its excellent qualities known to those suffering as I did.

For Sale by Dean & Hiscocks and Hall and Co.

A REVISED EDITION.

With such districts in Canada as the Klondyke, the Cariboo, Slocan, and East and West Kootenay, to which the Americans are now rushing, we surely ought to "do unto others as they would do unto us."—Golden Era.

(From the DAILY COLONIST, August 18.)

OUTFIT IN VICTORIA.

The committee to whom the business men have entrusted the advertising of the city as the proper place to outfit for the Klondyke gold fields have not abated their efforts to make Victoria's advantages in this respect known far and wide. That the work is a necessary one and will do immense good to the trade of the city was shown by the number of letters which the secretary, Mr. F. Elworthy, produced at a meeting of the committee held yesterday afternoon. There were fifty of these communications from all parts of this continent and from England, Ireland and Scotland, all asking information about the Klondyke and outfitting.

The committee had before them a proof of a map of the Yukon country showing the location of the Klondyke, the route by which the mines can be reached and the distances that must be travelled. Of this map 20,000 copies will be struck off for free distribution and it is expected they will be ready by the end of the week. The committee had a number of suggestions made as to the best form of advertising the country, the most advantageous being from Mr. W. T. Cooksley, who expects to go East to lecture on British Columbia. He offered to distribute any information which the committee might supply. The form in which this information will be is to be decided upon at once by the committee.

UNITED STATES CONSUL SMITH.

General Roberts, the retiring United States consul, yesterday handed over the management of affairs to his successor, Mr. Abraham E. Smith. Mr. Eure, who has acted so efficiently for the past four years as vice-consul, has been retained in the same position by Mr. Smith. The new consul has had quite a long experience in the service of the United States government, having as far back as 1861 been appointed by President Lincoln as postmaster of Woodstock, Ill. In 1866 he resigned to enter the journalistic field, and has for many years conducted the Rockford Gazette. He served for a time as postmaster at Rockford and was in1889 appointed by Governor Fife as commissioner for Illinois at the Paris Exhibition. He has been an alderman of Rockford, and for twenty years he has been a member of the Republican county central committee—being twice its chairman. He was in 1880 selected as a member of the National Republican convention, and the same year was requested to take the field as a candidate for congress, but declined. Mrs. Smith and the youngest of three sons will soon join Mr. Smith here, another son being a court stenographer and the third being a student in the law faculty of Wisconsin University. The only daughter is assistant principal of Rockford school.

General Roberts, Mr. Smith's predecessor in office, will remain in Victoria for some weeks yet before returning South.

SAW A LIGHT.

The mysterious fiery visitor that has caused so much speculation, but has so far baffled all attempts to explain, has again been seen in Victoria. It appeared on Monday morning to ex-Alderman Styles, but that gentleman being of a modest disposition and very unwilling to have his name in print, was somewhat reticent when he knew that he was expected to talk for publication. The light appeared in the east like a globe of fire, though it moved about a little. It did not take any sudden shoot off into space, but kept pretty well in the same place. This was about a quarter to four o'clock in the morning. It was much nearer the earth than the stars and could not be mistaken for anything of that description. The same light was seen by Mr. Styles in Southern California several months ago and in the same direction—the east.

Mr. Styles' description of the celestial visitant does not sound as if the light could be any description of air ship, as some people have supposed. It rather seems more as if it were some heavenly body, though the strange part of it is how it could be apparently so close to the earth.

THE CITY.

As the case stated was not quite ready yesterday the motion for a new trial in the case of Woods, the Nelson murderer, was adjourned till to-day.

YESTERDAY Mr. R. W. Hanington, of New Brunswick was presented to the full court by Hon. O. E. Pooley, Q.C., and after taking the usual oaths was admitted to practice at the bar in this province.

SEVERAL months ago some charitable ladies opened a home for old women at the corner of Blanchard and Mason streets. It was initially intended for those of the Roman Catholic faith only, but recently the scope was enlarged to include the admission of any deserving aged destitute woman regardless of creed. Madame La Pearl is the matron of the home, and any application for admission may be made to her. There are eight or nine rooms in the home and four old ladies are now being cared for. It is intended to enlarge the accommodation to 14 rooms, and any assistance in furniture, money or supplies of any kind will be welcome. The premises have been obtained free of rent and a very useful work is being done by giving a place where the old women can be cared for in their declining years.

One Honest Man.

Dear Editor.—Please inform your readers, that if written to confidentially, I will mail in a sealed letter, particulars of a genuine, honest, home cure, by which I was permanently restored to health and manly vgor, after years of suffering from nervous debility, weakness, losses, and weak shrunken parts. I was robbed and swindled by the quacks, until I nearly lost faith in mankind, but thank heaven, I am now well, vigorous and strong and wish to make this certain means of cure known to all sufferers. I have nothing to sell and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. I promise you perfect secrecy. Address with stamp:
WM. MULFORD, Agents Supplies,
P.O. Box 59, St. Henri, Que.

Helen (to herself)—I have now been alone with Herr von Felsenstein half an hour and he has not yet robbed one kiss. And yet he claims to be a descendant of the robber barons!—Fliegende Blatter.

CHANGE OF SCHEDULE.

The Increased Canadian-Australian Steamship Service to Commence in September.

A Steamship Chartered to Carry Frozen Salmon to South American Markets.

A new schedule covering the movements of the Canadian-Australian liners is to come into effect next month, providing for the third vessel on the line and also making Wellington, New Zealand, a regular port of call. The third steamer is the Aorangi, which has been in service on the line for the past few months, but only as a relief ship for the Miowera and Warrimoo. The overhauling of these vessels now being completed this new service has begun, or will in September. By it steamers on inward trips will leave Sydney on Mondays; Wellington on Saturdays; Suva on Thursdays; Honolulu on Fridays; and Victoria on Fridays, arriving at Vancouver on Saturdays. On outward trips the steamers leave Vancouver on Mondays, Victoria on Mondays, Honolulu on Tuesdays, Suva on Fridays, Wellington on Wednesdays, and arrive at Sydney on Sundays. The Miowera on her twentieth voyage leaves Sydney, September 13; Wellington, September 18, arriving the previous day; Suva, September 23, arriving the same day; Honolulu, October 1, arriving and departing the same day; and arrive at Victoria October 8. Correspondingly the dates of sailings and arrivals of the Aorangi, on her third voyage, will be October 11, 15, 16, 21, 29, 6 and 6; of the Warimoo, on her twenty-fifth voyage, November 8, 12, 13, 18, 26, 3 and 4; of the Miowera, on her twenty-first voyage, December 6, 10, 11, 16, 24, 31 and January 3; and of the Aorangi, on her fourth run, January 3, 7, 8, 13, 21, 28 and 29. Leaving Vancouver the Aorangi will be the first of the line to sail from the Terminal City on September 8; Victoria, the same day; Honolulu, on September 18; Suva, on September 28; Wellington, on October 3; and Sydney, on October 7. In the same order the following outward sailings will be as below: Warrimoo, September 20, 20, 28, October 8, 13 and 17; Miowera, October 18, 18, 26, November 5, 10 and 14; Aorangi, November 15, 15, 23, December 3, 8 and 12; Warrimoo, December 13, 13, 21, 31, January 5 and 9; Miowera, January 10, 18, 28, February 2 and 9; Aorangi, February 7, 7, 15, 25, March 2 and 6; Warrimoo, March 7, 7, 15, 25, 30 and April 3. The Aorangi is now on her inward voyage and is expected to arrive about September 1.

A NEW SHIPPING ENTERPRISE.

A venturesome but interesting departure in the shipment of this year's output of salmon to foreign markets is to be made by the Fraser River Packing Company. The company has chartered the British steamship Tekoa, of 2,646 tons register, to load salmon both frozen and canned, at British Columbia ports, and will endeavor to find a market for the first mentioned article in South American countries. The steamer, which is a very large freighter, will accordingly make several calls en route to England with her canned salmon, touching at Valparaiso, the river La Platte and Brazil. Her stopping at these places will not only mean the marketing of her fish, but also permit her to coal, a matter requisite on so long an ocean voyage. Then again, notwithstanding these stoppages, the ship will be able to reach her destination, fully as soon, if not sooner, than any of the sailing vessels of the salmon fleet. The experiment, for such the trip is being looked on, will be watched closely by shippers, who in general seem to look on the speculation as being a costly one. Originally the company had the steamship Otarama chartered for the trip, but as that vessel is owned by the same firm as the Tekoa one vessel was simply substituted for the other.

'FRISCO LINERS ARRIVE.

During the early hours of yesterday morning when the City of Puebla arrived from California, "Klondicitis" was very contagious on the streets. It seemed as if over a hundred of the victims of the fever had been let loose of the just arrived ship and they felt like so many young colts given their freedom after a close confinement. The ship was crowded as may well be imagined from the fact that she had 333 people on board—so crowded that those who felt so gay on their temporary leave of absence said that they had been unable to get a drink of coffee since leaving the Golden Gate. There were 48 passengers whose destination was Victoria, and of these 33 came in the cabin. The Puebla also brought a particularly heavy freight for Victoria, there being 218 tons of different sized shipments consigned to local merchants. The ship's nine hour's delay at San Francisco accounted for her late arrival. She was followed in port yesterday evening by the Umatilla on her way south whose saloon passengers from Victoria were as follows: Mr. and Mrs. G. J. Pierce, J. H. Carlin, A. E. Cohen, W. J. Wrigleswortn, G. Smith, Mrs. H. S. Foote, Miss L. J. Sherrand, Miss M. Fenner, Miss F. Hall, Miss E. Hall, Mrs. E. Humphries, H. Mocatte, H. Bornstein, Geo. Fardon, Miss Shields, Mrs. A. C. Paterson, Mrs. G. Riley, Rev. John Reid, W. E. Wills, F. V. Robertson and Geo. J. Turnstall.

THE "KINGSTON" TOO!

It will not give Victorians unqualified satisfaction by any means to learn that still another first class steamer has been added to the Dyea fleet, the City of Seattle having been replaced by the fast and favorite City of Kingston. Mr. Norman Hardie, local agent for the charterers, Dodwell, Carlill & Co., received advice yesterday of the change, with the notification that the Kingston will call here on her first northern trip to-morrow at 4 p.m., sailing from the outer wharf five hours later. No announcement has yet been made as to the vessel selected to replace her in the Victoria-Puget Sound service.

Palid faces indicate pale, thin blood. Rosy cheeks show the pure, rich blood resulting from taking Hood's Sarsaparilla.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

PLANS OF THE MINERS.

Many Willing to Work for the Treadwell Company and Save Their Outfits Until Spring.

The "Queen" and the "Danube" Both Reach Victoria After Uneventful Trips.

The steamer Queen arrived shortly before 12 last night bringing the very latest news from the enthusiastic argonauts—not very cheerful intelligence either. Upwards of 2,500 men were encamped at Skagway when she called there last Friday while camps of others equally unable to get through to the treasure district extended at intervals of three or four hours marching all the way to the lakes. They had found it utterly impossible to get packers, and their miseries were made complete by insistent, chilling rain which a week ago had flooded every one of the canvas dwellings at Skagway to a depth of eighteen inches or two feet. What the great majority of the disappointed argonauts will do, now that their hopes of reaching their Mecca are blasted, is a problem. The auctioning of outfits has already commenced on the beach at Skagway, half a dozen of the sellers taking the Queen from the new port to Juneau, where they can spend the winter cheaper and more comfortably than in Skagway or on the trail. It is the opinion of the Queen's officers and those who came down on her that all who can will either sell their outfits at a sacrifice or cache them until spring and work in the Treadwell mines until then. The Queen brought back the first of the returning fortune seekers, a 'longshereman of Seattle named Fred Story, who has a practical experience to relate, and a prospective millionaire who was glad to secure a quartermaster's berth on the Queen for the homeward voyage. Strange as it sounds—Story says that the much talked of Skagway or White Pass trail was never opened until Thursday last, the work of cutting through a four-mile stretch of mountain road having only just been completed. At present the road is very soft from recent rains, but corduroy is being used, and the grades and general character of this route make it the only one practicable for horses. On the other hand, the Chilcoot Pass being an older and more travelled over is the only one to be thought of by those who pack in their supplies. The anxiety of the prospectors to get through their goods at any cost has led to most extravagant prices being offered and gladly paid. As an example, one San Francisco party paid over an even thousand dollars for the transportation of one ton of supplies from Skagway to the upper lake—and they were looked upon as fortunate. The opinions of all interviewed seem to differ as to the general prospect. One man declares with positive conviction that not a tenth of those now at Skagway will get through at all. The next witness declares that all who want to, will reach the upper Yukon in time; while the next is firmly of opinion that any man with average strength and grit will get through safely this year. Time alone can disclose which is right. Story who was over a considerable portion of the White Pass trail declares that the difficulties it presents are not by any means appalling, while packing over the Chilcoot presents few obstacles. He returned not because he could not get through but because he had business affairs to close up and preferred to take his chances in the spring. He bought one $150 outfit for $50 cash, the seller having decided to go to Juneau for the winter, and has it stored away for his own use on his return to the North.

Among her passengers the Queen brought back the Vanderbilt excursion party from Alaska.

VICTORIANS ON THE TRAIL.

Several Parties Making Very Good Progress and Will Get Through in Good Season.

The steamship Danube returned from the North at 12:30 o'clock last night. An account of her voyage as kindly prepared for the COLONIST by Engineer James Lauderdale is as follows: We arrived at Skagway Bay Sunday night at seven o'clock, and immediately started to discharge our horses. The charge to take them ashore was $2, but opposition started and it was reduced to $1. There was quite a large crowd ashore, all camped on the beach, stuck for the want of horses to pack over the pass. The camp judging from the ship looks like a vast camping ground. I went on shore and had a walk up the trail about 5 to 6 miles. There is a river to cross about 1½ miles up. The miners were busy throwing a bridge across it for pack horses, although some of the more venturesome had crossed over with their pack trains and had got as far as the foot of the summit, a distance of about 4 miles from the beach. At the foot of the summit I met a party of Victorians, T. Kingsley, N. Norman, S. Johnston and H. Harrap, all doing well. They say that if people are prepared to rough it a bit they can get along very well.

About a mile and a half further up, for about threequarters of a mile the ascent is hard. The limit for exceptionally good horses is 150 pounds and that judging from the appearance of the horses they would not stand long. Another party camped at the foot of the first summit is that of Pettigrew who came up with the Islander and they have all their stuff having accomplished the trip up in a very short time. Both of these parties speak very highly of the treatment they received at the hands of the officers of the Islander and particularly Capt. Irving who left nothing undone for the comfort of those people who were passengers on his ship.

It is most amusing to take in the sights along the trail. Men with packs on their back, others with wheelbarrows and as many devices as the human understanding is capable of inventing are to be seen, forming a spectacle worth going many miles to witness. All along the trail were stores and bacon hung up as if the good housewife had hung up a washing to dry, and every conceivable item in connection with a miner's outfit was strewed along the trail. Tents illuminate the way, leaving no possible chance of anyone going astray.

When at the summit I found that over 1,000 men had passed over with little or no provisions. There is room here for a nice townsite and the place is all located, and there are one or two saloons, a restaurant and some gambling tables, which I anticipate is part of a miner's following. The weather was just splendid, just such weather as we have here in Victoria, rather warm for packing, still there is a coolnes in the woods which makes matters pleasant and people get along very well. It was the only dry weather they have had since they came up in the Islander; in general the feeling is one of perfect harmony, and all are in good humor.

When we left we discharged some of our freight at the wharf, which is only partly finished. They have a saw mill nearly completed, and it will supply a needed want. Horses are in great demand; as high as $500 was offered for a dray horse, but was refused, and for lots of those old plugs the owners were offered $150, but would not sell. They are all helping them to get over their supplies, which will take some twenty or twenty-five days. There are lots of men who have reached here who will never get in this season, as the facilities are inadequate for handling the supplies there. The steamer cannot approach Dyea nearer than two to two and a half miles. There have been several pack trains over the mountains; the time taken is five days, three days going and two days coming back.

On Tuesday the Al-Ki came in about 10 a.m. with a large number of passengers and horses, and the Danube steamed away at noon.

THE "AL-KI" RETURNS

NANAIMO, Aug. 17.—(Special)—The Al-Ki arrived at Departure Bay from Dyea and Juneau about 5 o'clock this morning and left for the Sound at noon. She had only thirty-one passengers on board, all of whom were from Juneau. Among those were several commercial men and regular travellers, but no returning miners or passengers from Dyea.

The Al-Ki safely unloaded her passengers, horses and freight at Dyea on the up trip, but little news of importance was gathered there. There were still a large number at Dyea and Skagway Bay, and the general impression seemed to be that a large number would not get through before spring. Horses were of little use on the Skagway route, and it was feared that all but a few of those who attempted that route would have to either turn back or winter at the Bay. No mail had come out from the interior and there had been no arrivals from the river, so there was no important news.

The Al-Ki passed fifteen steamers bound for Dyea and Skagway on the way down. She is several days late, being due to leave Seattle on the return trip North to-day. She brought down the body of Dwight Fowler, of Seattle, who was drowned in the Skagway river on the 9th while attempting to cross the river on a log. The body is on the way to Seattle for interment.

Capt. Patterson, of the Al-Ki, thinks the report of the Portland taking the inside route is without foundation.

SPORTS AND PASTIMES.

THE WHEEL.

PORTLAND, Or., Aug. 16.—(Special)—To-day closed the most successful bicycle meet ever held in Portland. The meet was under the Coast Association's auspices, and drew three thousand persons. Fifteen professionals headed by Zeigler, participated; also fifteen amateurs. The California boys did some good riding. The races were hotly contested throughout.

The C.A.C.C. has taken a strong foothold here. Tacoma has meets on the 21st and 22nd, great inducements being held out there and strong support given. Spokane is in the line with a meet and the whole field of riders are anxious to cross swords at Victoria should a meet be arranged there. Summary of to-day's races: Zeigler won the mile open in 2:17, which considering wind and track, was fast. Downing won the Diamond quarter dash in 31 seconds. The 2 mile handicap went to Vaughan, of San Diego, in 4:41; Cotter, of Tacoma, the 1 mile handicap in 4:48; while Cotter and Shipp beat the California team in a half mile pursuit race in 1:08 The quarter mile amateur flying start went to Wing, of San Jose, in 30 seconds.

THE OAR.

ARGONAUTS PAIR-OAR CHAMPIONS.

PHILADELPHIA, Aug. 16.—The pair-oared race for the American championship, which was ordered to be rowed over by the referee of the National regatta because of the crews fouling at the turning stake on Saturday, was won by the Argonaut Rowing Club, of Toronto. The other crews were West Philadelphia and the Vesper, of Philadelphia. The Vesperers and Argonauts turned the stake together, with West Philadelphia five lengths behind and out of the race. The row down the course was even until the Argonauts' stroke oar got fouled in some driftwood, Vesper thus obtaining a lead of nearly two lengths, which was soon lost by bad steering. The Argonauts rowed beautifully across the line winners by three lengths.

THE RING.

A VERY EASY THING.

BUFFALO, Aug. 17.—Kid McPharland knocked out Tom McCune, of Columbus, Ohio, before the Olympic Athletic Club last night, in one of the shortest fights ever fought in this city. McPharland opened with a hard right swing on the stomach. McCune clasped his hands on his stomach, and the crowd yelled "foul." But the referee ordered the fight to proceed. McPharland landed two short jabs in the stomach, and McCune laid on his back on the floor and writhed around. The house was in an uproar; but after an examination by a physician, who declared that the blows were not foul, referee W. C. Kelly declared McPharland the winner.

YACHTING.

THE CANADIAN A WINNER.

MONTREAL, Aug. 17.—In the international yacht race yesterday Glencairn II, the Canadian boat, had decidedly the best of it, distancing the United States yacht Momo in every round, and winning by nearly four minutes. To-day the Canadian yacht was an easy winner from the Momo. The fourth and probably deciding race will be sailed to-morrow.

CARTER'S LITTLE LIVER PILLS.

CURE
Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK
Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD
Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE
is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.
CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.
CARTER MEDICINE CO., New York.
Small Pill. Small Dose. Small Price.

DR. FOWLER'S EXT. OF WILD STRAWBERRY

BABY WAS CURED.
DEAR SIRS,—I can highly recommend Dr. Fowler's Extract of Wild Strawberry. It cured my baby of diarrhœa after all other means failed, so I give it great praise. It is excellent for all bowel complaints.
MRS. CHAS. BOTT, Harlow, Ont.

THE HEAD MASTER
GENTLEMEN,—I have found great satisfaction in the use of Dr. Fowler's Extract of Wild Strawberry, and consider it invaluable in all cases of diarrhœa and summer complaint. It is a pleasure to me to recommend it to the public.
R. B. MASTERTON, Principal,
High School, River Charlo, N.B.
S S

THE STICKEEN ROUTE.

John Cameron, who a few years ago gave up the Colonist hotel to follow his old business of mining in South Africa, and since then has returned to British Columbia, came here from Rossland on Monday and will try his luck in the Klondyke. Mr. Cameron is not a novice at the business by any means, for he has mined and eaten tortillas and frijoles among the Mexicans of Chichuahua state, tried his fortunes in New Mexico, Arizona, and other hot parts of the United States, and has already been away up prospecting in the colder regions of the Yukon. He made the trip into Teslin lake a year ago by way of the Stickeen and came out by the Chilcoot pass, and naturally on account of his varied wanderings north and south as a prospector his opinions as to a feasible route are worthy of consideration. A man who has for years been accustomed to making his way over rough countries in every clime should be a pretty good observer, and when Mr. Cameron speaks with approval of the Stickeen route his opinion is worthy of respect.

While modestly desiring not to set himself up as an authority, Mr. Cameron states that in his opinion the best way into the Yukon is by the Stickeen. He and three companions went in last May from Wrangel, and made their way from a little east of the old Telegraph trail to Teslin lake. He does not think that the trail can be more than 115 or 120 miles long, and the country he describes as comparatively easy of travel. The trail is fairly level, and though some parts are swampy, there is plenty of timber to make corduroy, so that there are no difficulties to prevent a good wagon road being made.

Though he could not speak with authority of the navigation of the Stickeen, Mr. Cameron believes that the spring or fall would be the best time to get in that way by steamer, and indeed, if necessary, a first class route could be built in from the coast to Telegraph to connect with the trail. He had seen many roads in the Kootenay much harder to build. Mr. Cameron and his companions were prospecting around the shores of Teslin and found good placer ground there. They did not go on to the Yukon, as they took part in the stampede to Cook's Inlet, Mr. Cameron being desirous of seeing that part of the country.

Incidentally Mr. Cameron remarked that a young man named Clarke, now running an express in Seattle, camped on the Klondyke last summer and left disgusted for the Coast just three days before gold was struck there. Clarke never heard of the find until he reached home, and now he feels more disgusted than ever to think how he just by three days missed a fortune.

Mr. Cameron considers that the Stickeen is far ahead of the Dyea route and especially the Chilkoot pass, which is altogether too steep to ever be a good route into the Yukon. From the results of his prospecting trip of last year Mr. Cameron is sure there is good placer ground in all the district from Teslin lake north, the only drawback hitherto being the cost of taking in supplies.

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Purest and Best for Table and Dairy
No adulteration. Never cakes.