

sult of the by-law. The city solicitor had, he said, since told him that the council could not bring in that by-law.

Ald. Wilson, prefacing his remarks as usual with "in this connection I might state," said he did not think it right to make Mrs. Baumgarten, the property holder referred to, make a private sewer in a public street.

The mayor replied that it was, and the discussion closed. A report was received from the streets committee recommending that Thomas Kipling (no relation of Rudyard Kipling), be paid the sum of \$85, as he had met with an accident while in the service of the city at Rock Bay bridge through no fault of his own.

The finance committee recommended the appropriation of \$80,000, which appropriation was accordingly passed. Ald. McCandless' motion, respecting Derry Island leper station, which has already been published in full in these columns, was then put and carried.

The mayor's street improvement by-law then came up for consideration, and on motion of one of the aldermen it was read a second time. Several of the aldermen objected to this by-law, and the first one to air his objections was Ald. Partridge. He contended that it would be a waste of money to submit it to the people, as in the expressive phraseology of the west, it would be "snowed under" if it was submitted to them.

As the introducer of the by-law, the mayor had a few words to say. Ald. Partridge, he said, had opposed macadam, but then, if the city wanted to improve its streets, they would wait till donkey-dung, street paving, he said, would for many years be confined to the business portion of the city, the other streets during the lifetime of the present members of the council would have to be anthrified with macadam.

The mayor pointed out for the benefit of this alderman that in his scheme outlined in Tuesday's Times it would be seen that streets in the outskirts were also to be improved.

A motion to join to committee of the whole on the by-law was then put and lost. As the by-law has, however, passed its second reading, it will be brought up again at the next meeting of the council.

12 STEARNS BICYCLES AND 27 GOLD WATCHES Given Away Every Month TO THOSE WHO SEND THE LARGEST NUMBER OF CASH LETTERS SOAP WRAPPERS LEVER BROS. Ltd. TORONTO

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FROM THE CAPITAL Public Works Official Coming West - Van Home Aroused at the U. S. Tariff.

Inspector Strickland Leaves for Victoria - Scheme for a Bank at Dawson.

Ottawa, Aug. 13.-G. P. Brophy, C. E., of the public works department, left today for Manitoba, the Northwest Territories and British Columbia.

Sir William Van Home is here today. He had a long interview with Mr. Sitton on difficulties over the bonding privileges.

Inspector Strickland, of the Northwest Mounted Police, left here today for the Yukon. He goes by way of Victoria and Dyea.

It is the intention of the government, if practicable, to establish a bank at Dawson, where gold may be deposited in safety and exchanged for drafts.

E. V. Bowdell passed through last night on his way to Halifax. NO FREE RETURN. The Stranded Miners Must Remain in the Yukon.

San Francisco, Aug. 12.-Runners have been spread in this city that the Alaska Commercial Company has sent messages to the agents and commanders of vessels to St. Michaels, instructing them to bring stranded miners and prospectors, whom they may find at St. Michaels or the mouth of the Yukon, back to civilization as an act of charity.

The Alaska Commercial Company deny the truth of these rumors and say that they have no intention of wasting any philanthropy upon foolhardy adventures.

NEW N. P. PRESIDENT. C. S. Mellen Elected to the Position - Daniel Lamont Vice-President.

New York, Aug. 12.-C. S. Mellen was today elected president of the Northern Pacific Railroad Company. Daniel S. Lamont was elected director and vice-president.

Mr. Mellen is second vice-president of the New York, New Haven & Hartford railroad and was formerly general manager of the Union Pacific road.

BOUND FOR CLONDYKE. A Large Party From New England Arrives at Seattle. Seattle, Aug. 13.-One of the largest and best equipped parties which have started for the Clondyke from Seattle this season has just arrived in this city from New England.

THE CRUSH AT DYEA

A Number of Interesting Letters from Miners on Their Way North.

Trip Across the Mountains to the Headwaters of the Yukon Described.

Seattle, Aug. 12.-Mr. T. B. Corey has written a letter to his wife, describing the trip across the mountains to the headwaters of the Yukon, which is of exceeding interest at this time. It is as follows:

Head of Lake Bennett, July 31, 1897. Here I am at Lake Bennett. We were landed at Dyea about 6 o'clock Sunday evening on a scow, and worked till 1 o'clock a.m. Monday getting our things off the scow and putting them upon the land above high-water mark. I rolled into a blanket on the ground, but was too tired to sleep. Got up at 5 o'clock and got our things up a mile more and rearranged them. Tuesday morning we hired thirty-one Indians to pack our stuff over the mountains to Lake Linderman; had to pay them 17 cents per pound. Then packed our own packs and started over the trail. Went as far as Sheep's Camp, 8 miles, and arrived at 3 p.m., wet through to the skin. It rained all day. Sheep's Camp is at the foot of a mountain. Soon dried out before a campfire and at once went to bed. We were on the trail at 9 o'clock next morning and began our ascent at 10 o'clock. A harder, rougher and more difficult climb I never saw. It was raining hard, the trail was very slippery and the wind was blowing like a hurricane.

It was a "holy terror," but we got to Lake Linderman that night at 7 o'clock. The trail, so far, was not so bad as the three miles of snow, but that was preferable to the slippery rock. We went to Lake Bennett and secured our boat, paying \$100 for it, and are to get in Monday noon. August 3. We expected to get started down the river by Wednesday sometime. I am here now burying them up. Got here at 12 o'clock last night and was up at 5 a.m. Tea and breakfast consisted of our bread. We then struck out for the sawmill, which is about one mile from here, and while I am waiting for a boat to take me back to Lake Linderman I am writing this letter. The only species of game I left the trail, I saw a few geese, only one pair of ducks, which will wear off in a few days. I find that some Seattle people have been between Dyea and Lake Linderman two months packing their stuff over. It is the hardest work I ever saw. Some of the Indians carry 150 pounds, but 100 pounds is considered a good pack. Our boys carried on an average of 50 pounds each, which is a good load for one man to use.

FROM SKAGWAY. Skagway, Friday, July 30, 1897.-The steamer Mexico has just arrived in the bay, and she is black with people. We arrived last Monday, and are camped a half and a half from the wharf; they are unloading our goods now, all mixed up. One hundred and fifty tons are on the wharf out in the bay, and no road to it. We had to take lighters to take it ashore, and had it all piled up in a heap; they had to pay a dollar a light to get it off the lighters on the shore. It is the greatest jam you ever saw. I got my rooks all right, only losing one set of beans. Some lost their entire outfit, grub, tent and all. A great many have left here and gone to Dyea, but I am staying here. I am waiting to hear from the men we sent out before making a move of any kind. It is about forty-two miles to Lake Linderman, and we had to go through three miles this morning, and such a pitiful sight it was, to see men trudge out, footsore and their backs raw from packing. Some are giving it up in despair. It is too hot here, boys, clerks, writers and dog-dogs, so you see we saved \$90 by publishing things. I can tell you right now that I would not pack my stuff over that trail myself for all the gold on the Yukon. I just could not do it. I see lots of men laid up with sore feet and lame backs, who will be of no account when they get in. Some of the young boys will see a little of hard life on this trip. I have not changed my clothes since I left Seattle. Everything goes in your food, dirt and all. Things that would turn my stomach at home go with a relish. I have a splendid appetite. Mr. Raymond is one of my party. He packed my pack the first day about a mile over the hardest part of the trail. I carried about 30 pounds the first day. The second day I carried nothing but my mackintosh, which was all I wanted.

There is bound to be a hard time on the Yukon this winter. Lots of them will be stuck for the winter at Lake Linderman. They are going to pack their own stuff and that means the river will be frozen up. Last night there was a considerable rain. It is amusing to see the funny outfits that are brought here. Some with wheel hand carts, some with wheelbarrows, etc. Why, some of them will not get themselves over the trail. I am writing now only a few yards from where that fellow committed suicide last year when he lost his boat and provisions. I find not a few graves along the trail, Indians and whites, some Indians and children. I saw a man and his wife, of Seattle, in Lake Linderman, and he will get started Monday. He packed his own provisions and built his own boat. I find Mrs. Mills quite an estimable lady. She had her husband's trunks on but that is all right. Everything goes. She is quite a brave woman, and they deserve to get lots of gold. Mills used to be

Col. Green's partner in Seattle. I never saw such a good lot of men, and on the whole quite accommodating. They don't seem to be jealous or engaged in strife. We hear nothing here all from the Yukon. Nobody comes out this way. You get news from the gold fields in Seattle before we do, so had just as well be out of the world so far as news is concerned. People who come in say there are no more news coming in. If they do, and did not bring money and "grub," they will stay at Lake Linderman all winter. Lots of people are securing their own lumber and making their own boats, but timber is getting very scarce and you can hardly get a board over six inches wide. Lumber at the saw mill is worth \$100 per thousand. The saw mill has hard work to get logs. No one of the mill hands will stay. All have gone to the Clondyke. So they will give anyone \$25 per thousand for getting logs and rafting them down to the mill. They have to go four or five miles for timber. The saw mill is on Lake Bennett. We expect to reach Dawson about the 12th or 14th of August. We are going to go night and day, one on days and the other on nights. These boys—these other men—understand handling their boat well. The boys all understand that their pluck and patience will be tried. Our hardest part of the trip is over now. None but hard working or strongly-muscled men should try to cross the mountains. Tell the outfitters to put all the goods in water-proof sacks. Also tell them they do not figure enough to the men. I hear lots of complaints in regard to the men and a great many will run out on this account. The merchants ought not to be too careful in regard to the Yukon orders they send out. The men get short and have to take what comes. If anything is short, whether their fault or not, it causes lots of trouble and hardship. I can advise you to get a good pack of goods. A harder, rougher and more difficult climb I never saw. It was raining hard, the trail was very slippery and the wind was blowing like a hurricane.

REGISTERS A KICK. James Saltee, formerly a resident of Kirkland and at one time a member of the house in the state legislature, is also registered. Mr. Saltee is on his way northward for the Stewart River, which he says is as good as finding gold as the banks of the Clondyke. His letter, received this morning, reads as follows: Alert Bay, Aug. 7, 1897. Editor the Times: Tell all the boys not to come on anything but a good boat. We are on the George E. Starr with no pilot and the captain has never been on this route before. She is overloaded, and I am afraid of her. They go her by nights. They should be heavily fined for the way they sent her out. We would all quit her, but we can't. JAMES SALLEE.

CAPT. IRVING PRAISED. R. C. Stevens has received the following letter from J. W. Young, who went north on the steamer Islander: "I have now been here two days, and this is the first moment I have had to spare. Capt. Irving has treated us very well, extending every aid in his power. We have just finished discharging the cargo of the boat. I have acted as checker, and we have handled something like 3,000 or 4,000 pieces of freight today. I had only two hours' sleep last night, as we were organizing for discharging today. After much discussion we have concluded to attempt the Skagway Pass. It is longer than the Dyea route, but about 1,200 to 1,500 feet lower. We are at a great disadvantage in not having horses, but as we have a good stock of grub and no one has yet made the trip, we are the few who will get in this winter. You can form no adequate idea of the great hardships that are to be encountered in going over the mountains, especially for those without horses. It is a fact that we are lacking on it, and will return home. It is estimated that not more than one-fourth of those who come this fall will get over. We confidently hope to be among those who are successful. The Skagway trail is a hard one, and I do not know how many will make it. I know several Seattle boys who, it is stated, have grown faint-hearted, but will not mention their names, for you will see them in due time. Everyone is reducing his stock of provisions, as no one thing has yet arrived here before winter sets in with his complete outfit. "There was so much freight that the Seattle boys who patronized the Islander had to let their outfits follow on the steamer. There is a slow boat, and we have just arrived with our stuff, which we will take off to-morrow. "One thing is sure: We will have to pay Her Majesty duty on our provisions, also clothing, for the collector came up with us. Duty will amount to from 20 to 25 per cent. "Dave McKinney is here, saving logs. He will probably remain until spring, when he goes into Dawson. "It has been raining here for two days; so you see there are other places where it rains besides Seattle. ROSS MOUTON'S LETTER.

Ross Mouton has written to his brother at Seattle: "I received your letter of April 20 a few days ago, and was glad indeed to get it, even though it was short. The day after I had been working away hard, hauling across Lake Linderman, and had the blues bad, but when I got your letter it made me feel better. I also got the Gazette with the squib about myself in it. This is with out doubt the hardest trip I ever made. We landed in Juneau March 29th, and after taking in the town that night we bought a few things and sailed next day. We landed at Dyea April 1st and unloaded the boat ourselves, which took all night as well as the next day, and after sorting our goods out we started on our wearisome journey. We were six days getting to the mouth of Chilcoot canyon (8 miles), six days through the canyon (12 miles), four days going to Sheep Camp (24 miles), three days going to Storhouse (2 miles), and six days going the summit to Lake Linderman. "We five days going over the summit with our outfit, and seven days going from the summit to Lake Linderman. We crossed Lake Linderman across Lake Bennett in five days, where we started in building our boat. We had to whip saw our lumber, which lasted about a week, and it was the hardest work I ever did in my life. However, I am through now, and we have the boat all ready to pitch. I expect we will start about Sunday for Dawson City. When we got to Lake Linderman we sold our two horses, feed, sleds and harness for \$400, after they had done \$2,100 in packing for us. We were just a little too late all the way through, and had we been a boat less, we could not have made it. We will be in the Clondyke in a week or ten days. I have my outfit in good shape, but don't know whether to stay in longer than the fall or not. If I don't I can easily sell my outfit and be well paid for my trip. Well, it is now after 11 o'clock at night, and I am sitting out doors writing this letter in quite light but cool. So I think I will close now. When you write home give them my address and tell them I will write as soon as I get to Dawson City. I have a chance to send this back in the morning."

CAPTURE OF HAMED

A Stirring Story of the Battle on the Nile With Khalifa's Forces.

Inhabitants Rejoice at Their Deliverance from Dervish Oppression.

Cairo, Aug. 11. Official dispatches from Assouan, on the Nile, near the first cataract, gave details of the capture of Abu Hamed on August 7th by the Anglo-Egyptian troops under Colonel Hunter, after an eighteen hours' march from Marsawi. Col. Hunter kept all his preparations for the attack a secret, in order to prevent the spies of the Khalifa in the Soudan from getting wind of his plans. He declined to allow any newspaper correspondents to accompany the columns to the front. After carrying the high ground overlooking the town, the Anglo-Egyptian troops advanced to the attack upon the village. A stubborn horse to house fight ensued, and Col. Hunter was obliged to bring up the artillery before it was possible to carry the position. The total loss was twenty-one killed and sixty-one wounded, of whom the 10th Soudanese battalion lost fourteen killed, among them two British officers, and thirty-four wounded. Major H. L. Sidney fell mortally wounded, while leading his men to the attack, and died in five minutes. Lieut. Fitzclarence was shot almost at the same time through the heart. Three Egyptian officers received seven gun shot wounds. Col. Hunter, in his dispatches highly praises the steadiness of the troops throughout the engagement. The village is a network of crowded houses and twisting narrow alleys, so that most of the fighting was done at the point of the bayonet. The Dervishes repeatedly charged through the narrow streets. Finally their cavalry, having lost over half their number, fled precipitately, followed by about 100 infantry. These were all who escaped. The Dervish commander, Mohammed Zein, was captured. Another well-known Emir suborned refuted himself with his followers in a strongly fortified house, and was only killed at last when the house was destroyed by the artillery. A large number of Dervishes, including arms, ammunitions and horses, were taken. The Nile at Marsawi is in a most unpleasant state from the corpses floating down. The inhabitants, during the advance of the Dongola expedition, have shown every kind of rejoicing at their deliverance from Dervish oppression. The garrison at Abu Hamed had been much harassed since the defeat of the Khalifa, and the capture of Metemeh by his forces. On the other hand, Colonel Hunter's troops were assisted in capturing the town by some friendly Arabs from Mirad.

The loss of Major Sidney and Lieut. Fitzclarence is deeply deplored. They were very popular in the army. At the present general situation it is as follows: The Khalifa continues to reinforce the army of occupation at Metemeh under Mervat. Both sides of the river have been fortified. Mahmood recently sent reinforcements to Berber, but recalled them on hearing of the advance of Col. Hunter upon Abu Hamed. He now threatens to advance on Jakhil, a village held by friendly Arabs, but it is expected that the arrival of the garrisons at Abu Hamed shortly will prevent him from leaving Metemeh with any considerable force.

A WORD TO AMERICANS. Toronto, Aug. 11.-The Globe, in this morning's issue, discussing the threats of the New York Sun and New York Journal, that Americans in the Clondyke will not abide by the Canadian laws and regulations there, says: "Both sides of the river have been fortified. Mahmood recently sent reinforcements to Berber, but recalled them on hearing of the advance of Col. Hunter upon Abu Hamed. He now threatens to advance on Jakhil, a village held by friendly Arabs, but it is expected that the arrival of the garrisons at Abu Hamed shortly will prevent him from leaving Metemeh with any considerable force."

Not Threatened by Clause 22 of the Dingley Tariff. Toronto, August 12.-The Globe's Ottawa correspondent, discussing clause 22 of the Dingley bill, according to the New York press, threatens the bonding privilege, says: "The bonding privilege is not threatened. The object of the amendments was to encourage direct trade and discourage the carrying trade of Canadian railways, but not to affect the bonding privilege. The same discrimination exactly was made in Mr. Foster's Canadian tariff, which contained a clause imposing a discriminating duty of 10 per cent. on a certain class of merchandise when imported from the United States." The object was to compel Canadian dealers to get their teas over the Canadian Pacific railway from Vancouver and Japan, or else submit to an extra 10 per cent. if they got teas from New York. Evidently the object of clause 22 of the Dingley tariff is to place an extra 10 per cent. on seaboard freight entering the United States by way of Canada; and while this blow is aimed at Canadian sea-ports and Canadian railways, it has nothing to do with the bonding privileges granted by the United States.

A Remarkable Cure of Chronic Diarrhoea. In 1892, when I served my country as a private in Company A, 167th Pennsylvania Volunteers, I contracted chronic diarrhoea. It has given me a great deal of trouble ever since. I have tried a dozen different medicines and several prominent doctors without any permanent relief. Not long ago a friend sent me a sample bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and after that I bought and took a 50 cent bottle; and now I can say I am entirely cured. I cannot be thankful enough to you for this great remedy, and recommend it to all suffering veterans. If in doubt write me. Yours gratefully, Henry Steinberger, Allentown, Pa. Sold by all druggists. Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

ACTIVITY OF THE CARLISTS

Thousands of Followers Said to be Located in London.

London, Aug. 13.-The Pall Mall Gazette this afternoon, during the course of a long article upon the increasing activity of the Carlists, says it is not generally known that London is one of the strongholds of the Carlists, thousands of active followers of the claimant to the Spanish throne being located in this city. The Pall Mall Gazette says: "Their leaders seem to think the fall of Canovas brings their opportunity nearer. During the past week they have held many meetings to discuss the best means of securing their colleagues in Spain in the event of a rising occurring. The Chevalier Lumbe, head of the Carlist Club, during an interview is quoted as saying: 'The Carlists are highly organized throughout Spain. When Don Carlos next lands in Spain, foreign interference can prevent him from reaching the throne. There are ten thousand volunteers in England ready to fight for him.'"

BASE PLOT EXPOSED

Italian Police Unearth Evidence of the Existence of an International Anarchist Plot.

Sir Isaac Holden Dead - Progress of the Turko-Treacan Wrangle.

London, Aug. 13.-A dispatch from Milan says that three anarchists were arrested there this morning, and that the police have seized a number of documents, bombs and explosives. The documents captured by the police, it is further stated, include letters from Cesareo Sotares, the assassin of President Carnot, and Pietro Acciari, who attempted to assassinate King Humbert in April last. Other arrests are expected to follow. The Italian police claim to have conclusive evidence of the existence of an international anarchist plot. Constantinople, Aug. 12.-Some of the ambassadors have not yet received replies from their governments in regard to the execution of the proposed peace treaty. The Turkish minister for foreign affairs, Tewfik Pasha, but it is believed that the treaty will be accepted, and the peace preliminaries will be signed to-morrow. Rome, Aug. 13.-A local newspaper says that Count Turin has left Italy secretly, his departure being unknown even to the commissaries of police. It is added that the count is accompanied by Marquis Di Giorio, an aide-de-camp. Swords are reported as being selected as the weapons to be used in the encounter. Madrid, Aug. 13.-The Epoca denies that the minister of the interior, Senor F. Conzueco, contemplates resigning. Marseilles, Aug. 12.-Prince Henri looks none the worse for his journeyings into the provinces, which were not unaccompanied by hardships. He is satisfied with the success of his mission. He was received with great cordiality by Emperor Menelik, and he is pleased with the prospects of the French markets for European products which the development of Abyssinia promises to create and which the peace of France will be the first to profit by.

London, Aug. 12.-The executive council of the social democratic federation has passed a resolution that the death of Senor Canovas del Castillo, the Spanish premier, "at the hands of a self-sacrificing fanatic, was a grievous misfortune, and that the members of the executive council should express their sympathy for the family of the deceased."

THE BONDING PRIVILEGES. Not Threatened by Clause 22 of the Dingley Tariff.

Toronto, August 12.-The Globe's Ottawa correspondent, discussing clause 22 of the Dingley bill, according to the New York press, threatens the bonding privilege, says: "The bonding privilege is not threatened. The object of the amendments was to encourage direct trade and discourage the carrying trade of Canadian railways, but not to affect the bonding privilege. The same discrimination exactly was made in Mr. Foster's Canadian tariff, which contained a clause imposing a discriminating duty of 10 per cent. on a certain class of merchandise when imported from the United States." The object was to compel Canadian dealers to get their teas over the Canadian Pacific railway from Vancouver and Japan, or else submit to an extra 10 per cent. if they got teas from New York. Evidently the object of clause 22 of the Dingley tariff is to place an extra 10 per cent. on seaboard freight entering the United States by way of Canada; and while this blow is aimed at Canadian sea-ports and Canadian railways, it has nothing to do with the bonding privileges granted by the United States.

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