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TTLE LIVER PILLS are very small
easy to take. One or two pills make
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Small Dose. Small Price.

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BEACON HILL PARK.
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Principal J. W. Church, M.A.

ASANT'S NEW CREW.

Commander and Officers and for the Warship Arrive.

ers and men who have come the time expired crew of heasant arrived last night on er.

Plymouth on board the State ia on September 29 the men n the new crew for H. M. S. vill be taken, arrived at Mon- he 10th inst. and Vancouver morning at 7 o'clock. Thence conveyed by the Islander to and last night were all safely in their new quarters, just days having been occupied on urney.

across the continent was special train and no incident mention occurred, officers and agreeing in complimentary on the facilities and conven- ided by the Canadian Pacific

dred and eighty-four men, in- cers form the contingent, and bout eighty are detailed for H.M.S. Pheasant, and the re- ll be drafted on to the flag- e Wild Swan.

nt Commander Granville been appointed to the com- e Pheasant, with Lieutenant as first lieutenant. The new e last night recipients of the of their fellow officers on the , and many were renewing tances. It is expected that will be in port again in a when the appointments will nd it is likely some changes cted.

fe is held too cheaply when the who needs a tonic for his sys- cover his wants by purchasing ixture that is recommended to ember that Ayer's Sarsaparilla arned reputation of fifty-year's

Semi-Weekly Colonist leads.

Clondyke Information Free. . . .

Spring will soon be here. You're going to the Clondyke. Are you preparing yourself for the long journey? Getting all the information you can? Preparing to buy your supplies? Of course you'll buy them where prices are lowest, in Victoria, B.C. Besides saving that 35 per cent. duty which means $105 cool cash to you on your $300 outfit, you'll find prices on dependable merchandise low at our store. We've been in business here at the old stand for 13 years know what you want, and know how to pack it. Our store and our mail order department is at your command. Write us for free information. Free books, free circulars, free maps, etc. We're here and we'll answer all letters cheerfully.

Cameron,

THE CASH CLOTHIER, 55 JOHNSON ST., VICTORIA.

THE CHURCH'S WORK.

Closing Scenes of the Important Convention of the Methodists of Victoria District.

The Church as a Municipal Factor Discussed From Various Interesting Points of View.

The very important convention inaugurated and successfully carried out this week by the representative workers of the Methodist body in the Victoria district, was brought to a close Thursday evening, the proceedings throughout the day having been of exceptional interest and importance to the church work.

In the morning Rev. George F. Swinnerton, B.A., read a very practical paper on "How to develop and direct our forces as a church," first stating his conception of the terms "forces" and "church," and then enumerating the "forces" of the church as spiritual, intellectual and moral. Each point was taken up carefully, and the facts stated that all phases and aspects of modern life must be cared for by the church. The essay concluded with the quoting of Tennyson's "Strong Son of God"; and an animated discussion followed, participated in by Rev. Messrs. Betts, Speer and Bowell.

"The responsibility of the Church for the social conditions of the day" was discussed by Rev. C. H. M. Sutherland, debate ensuing in which Mr. Tisdale, Rev. T. W. Glover, Miss Bowes, Rev. Messrs. Swinnerton, Betts, Hicks and Speer advanced their ideas and the lessons of their experience.

In the afternoon Rev. T. W. Hall gave consideration to "The best means for reaching neglected communities." A warm discussion followed, in which Mr. Tiedale, Mr. Hinkson Siddall, Rev. Mr. Betts, Mr. W. R. Morris, Rev. Mr. Bowell and Rev. Mr. Speer took part. The discussion centred chiefly around:

1. The circuit system vs. the single station system.
2. The employment of local preachers.
3. The duty or otherwise of going into new communities to establish a church where another Protestant church is already at work.

Rev. Mr. Sutherland introduced Rev. W. Leslie Clay and Rev. A. B. Winchester of the Presbyterian church, cordially welcoming them and inviting them to take part in the business of the convention. Both gentlemen acknowledged the courtesy and addressed the assembly briefly, Rev. Mr. Winchester dealing more particularly with the work nearest his heart—that of the Chinese missions—and the rights of the Chinese in this Western country.

On the conclusion of these addresses, Rev. Mr. Hall responded to his critics, stating that while he valued the judgment of his co-workers, he was not yet converted from the position taken in his paper.

A paper on "The Church as a Municipal Factor," by Rev. J. C. Speer, was characterized by the President as one of the most important of the convention, and in the discussion ensuing, Rev. Mr. Betts, Miss Churchill, Rev. Mr. Sutherland, Mr. Tisdale, Mr. Siddall, Rev. Mr. Bowell, Rev. P. C. L. Harris (of the First Congregational church), Rev. T. W. Glover of Toronto, and Rev. Mr. Hicks took part.

The President made a pathetic reference to the "degraded condition of much of Victoria," contrasting the municipal council which he had originated among the Christian Indians of Port Simpson, with the ruling authorities of cities on the coast. He urged the union of the church forces of this city to secure "a council of converted men."

Mr. W. J. Dowler, clerk of the Victoria municipal council, having heard only the discussion and not the paper that called it forth, resolved the church's right to be counted as a municipal factor under heads, and held

1. That it is an entity which has an interest in moral questions and no others, such as sanitary questions, etc., but

2. The municipal council is precisely as the citizens make it, being an elective body.

3. It is of no advantage to speak of the present council as corrupt or otherwise, but rather to organize and work for what may be felt to be the best interests of the city.

Rev. Mr. Speer inquiring if Mr. Dowler did not regard sanitation as a moral question, the City Clerk replied that he considered it really a question of political economy, although it certainly has a moral side, and in that way the church has a right to consider it.

In the evening the original programme, providing for several short addresses, was abandoned, Rev. Mr. Betts taking the entire time available in the consideration of "The Employment of Evangelists in the Work of the Church." He argued in favor of evangelists as scriptural; he thought that they should be employed, but not altogether as a separate order in the same sense as ordained ministers. The discussion of the necessary qualifications of evangelists, and their relations to the ministers in whose circuits they labored, furnished matter for the concluding portions of his essay.

[FROM THE DAILY COLONIST, October 17.]

THE CITY.

THE funeral of the late Edward Page, formerly of the steamship Quadra, and who recently returned from Skagway for medical treatment, takes place to-day at 1:45 p.m., from Odd Fellows' hall.

THE person who had the temerity to misappropriate Mr. W. Engelhardt's bicycle yesterday afternoon at the foot of Shotbolt's hill, will be wise if, in the exercise of his discretion, he returns it to the owner.

THE Sons and Daughters of St. George intend to have their annual masquerade ball early in November. The prizes offered for the different characters represented will be more costly and numerous than ever, and the best music that can be had will be engaged. The music and dances will be the latest and up to date. Posters will be out in the next few days showing that the societies intend to hold their reputation for providing the most entertaining and enjoyable ball of the season.

PROVINCIAL Constables McKenna and Murray will be two of the passengers on the steamer Tees when she leaves for the West Coast to-night. Their destination is Quatsino, and the reason of their trip is the result of the analysis which proved that the flesh believed to be part of the missing Indian Ne-Cay has shown it to be a portion of a human body. This to a certain extent confirms the opinion that Ne-Cay has been murdered, and one of the first things the officers will do is to arrest the suspected murderers Luey and Daisy. The whole matter will be thoroughly sifted.

LAST evening at St. James' church, James Bay, Rev. Archdeacon Scriven united in marriage Miss Minnie Sparks, of Victoria, and Captain Tom Guns, the popular young skipper of the C. P. N. Co.'s steamer Rainbow. Only the immediate friends and relatives of the contracting parties were present. After the ceremony at the church the wedding party adjourned to the residence of Mr. (Captain) Josiah Gosse, the bride's sister, where all made merry until the the sailing hour of the Islander, which carried the young couple to their new home at Vancouver, where they will make their residence on Homer street.

ENTERTAINMENTS given for the avowed purpose of advertising medicines are generally looked upon with disparagement. And generally they deserve it. But the series which the Kickapoos have given during the week in the A.O.U.W. hall have been worth a better name than is usually given such shows. The artists have talent of a versatile nature, the humor is clean, bright and mirth-inspiring, and the large audiences which have been present each evening were unstinting in their applause. Crowded houses will no doubt greet these enterprising competitors for public favor during the remainder of their stay here.

S. R. HARROP, on the complaint of W. H. Purvis, was summoned in the police court yesterday for a breach of the rule of the road. Mr. Purvis complained that while he and Mrs. Purvis were cycling on the Craigflower road, Mr. Harrop, who was driving in a buggy in the opposite direction, came up on the wrong side of the road and crowded them so that they had to dismount. Mr. Harrop admitted that he was on the wrong side, but stated that the other part of the road was in very bad condition and there was plenty of room for both buggy and bicycles. The magistrate took the view that as Mr. Harrop admitted he was on the wrong side, a small fine of $2.50 would meet the case, this being the first complaint of the kind to come up.

TO MANY of those who have for years had the privilege of being numbered among the friends of Mrs. Jessop, wife of Mr. John Jessop, provincial immigration agent, the news of her sudden death yesterday morning will come as a painful surprise. A native of Ireland, where in Dublin her father, Dr. John Fawcett, was an eminent medical practitioner, Mrs. Jessop has been for upwards of 35 years an honored and respected resident of this city, and to her careful, painstaking instruction many of the present generation of Victorians are indebted for their early initiation into the intricacies of a complete education. Many sorrowing friends will follow the remains of the deceased lady to the cemetery, whither they will be conveyed from her late residence on Yates street at 2 o'clock to-morrow afternoon.

THE DOG SHOW OVER.

The Award for Decorations Mark the Third Day of This Successful Event.

Yesterday, the closing day of the first show held under the auspices of the Victoria Kennel Club, was in point of attendance the most successful of the three.

Now that the show is over, it is fitting that due credit for its success should be given to the management. The care which was taken in the arrangement and numbering of the kennels, and the facilities provided for the inspection of each dog, placed at the disposal of the visitor all the information necessary.

The awards for the best decorated kennels were made yesterday, and the committee, consisting of Mrs. Powell, Mrs. D. M. Eberts and Mrs. Bradley-Dyne happily acquitted themselves of a difficult task. The miniature bower of gaily colored ribbons in which Mrs. Pferdner's magnificent St. Bernard, Shasta, was enthroned, secured the first prize, and Shasta also added fresh laurels to the many he has won by annexing the special prize given by Messrs. Lindley & Foster for the handsomest dog in the show. The second prize for the decorated kennels went to Miss Bellamy.

The visiting exhibitors praise the admirable management of the exhibition, and the interest evidently taken in the breeding of dogs in British Columbia.

J. L. Smith, a mining man from Spokane, is a guest at the Dominion.

MORE VALUED THAN GOLD

Food Will Be a Greater Purchasing Power Than Money at Dawson City.

The Distressful River Fleet Stranded or Imprisoned by the Ice.

Terrible Privations Bring Madness to Survivors of the Lost "Nevarch."

Varying Estimates of the Treasure by the Just Arrived Danube.

Not one steamer that started up the river after mid-August, and not one eager gold seeker who sailed from San Francisco, Seattle or Victoria for St. Michael's since mid-July, has yet reached Dawson City. No steamer can arrive there this year. A few persevering prospectors may get through along toward the middle of the terrible winter. The rest are either scattered along the river, at St. Michael's, or homeward bound from there.

Such is the word brought by the C.P.N. steamer Danube, Captain Meyer, which returned to port last evening direct from the mouth of the great river of the North, bringing here the last miners to get down the Yukon this year before the seal of the Frost King was set upon the waters—23 men and women in all, with three times as many disappointed prospectors who were unable to get in to the gold country, and gold dust and nuggets, the approximate value of which is a decidedly indefinite quantity.

Captain Meyer estimates two hundred thousand to a quarter of a million as fairly near the mark, although the returned miners are reticent as the much-quoted clam concerning their earnings. Others who also came down by the Danube and even accompanied the upper Yukoners down the river from the gold fields, say that $50,000 to $60,000 would be an outside estimate of the steamer's treasure, not one of the passengers from the neighborhood of Dawson having more than $5,000 in his possession, and the purser having only about $10,000 confided to his keeping for the voyage to Victoria.

The Danube reached St. Michael's on the 25th of September, and was there nine days landing her lumber and boat builders supplies, and being detained four days longer than would otherwise have been necessary through strong winds interfering with the work of discharging. The steamer T. B. Weare after having been on a sandbar up the Yukon for twenty days got off and arrived at St. Michael's five days in advance of the Victoria steamer, returning soon after to the river with a full load of supplies.

The Alaska Commercial Company's stern-wheeler Alice had also arrived at St. Michael's on the 24th September, with about 120 miners, sailing again on the 27th, but at latest reports only to find a resting place on a bar at the river mouth, with the ice forming around her and threatening to hold her prisoner until the coming of spring.

Two days after the Danube's arrival the North American Trading & Transportation Company's stern-wheel steamer Healey also made port, and received her orders to take a full load of supplies up river, making the highest point possible before being nipped. This in itself is evidence that the trading companies are alive to the necessity of using every endeavor to get food as near as may be to Dawson City at any rick.

The Healey was still at St. Michael's when the Danube sailed only twelve days ago, and the sidewheeler Mare Island and sternwheeler Mervin had only a few days before made an attempt to get up the river that was signally unsuccessful. The Mervin at last accounts was in the company of the Alice on a river bar, with the ice closing in around her. The Mare Island had returned to a little place called Stebbins, about twelve miles from St. Michael's, where she is expected to spend the winter months.

The lumber and other material taken up by the Danube was all landed in good order and without any unnecessary loss of time. When the vessel sailed again the people taken up to build the C.P.N. Co.'s river steamer had started the erection of a small village of their own, which they have patriotically christened Victoria, and where they will be quite comfortable for the dark months of winter.

When Captain Meyers and his passengers bade farewell to St. Michael's on the night of October 4 there were anchored there the following vessels: Steamers Bertha, Cleveland, Portland, Excelsior and Lakme, the U.S.S. Bear and the three-masted schooner Queen.

The Lakme had lumber for the Alaska Commercial Co. with which they expect to build a steamer this winter. All the other vessels with the exception of the Bertha had lumber and supplies with which the North American Trading & Transportation Co. had intended to build four stern wheel steamers during the winter. On account of the schooner Yuanimo having been lost in Ounimak Pass, the company were however compelled to change their plans, and now propose building their river fleet at Ounalaska, the material now on board the ships at St. Michael's being returned to Dutch Harbor as soon as possible.

When the Danube left St. Michael's there were only about twenty people left who intend to come back to civilization for the winter, and most of these will be on the Bertha, which was to follow the Victoria steamer out on the 5th, bound for Seattle direct. En route home the Danube called at Dutch Harbor (Ounalaska) for a supply of water, proceeding thence to Alert Bay, where 4,000 cases of salmon were taken on for Victoria, consigned to Thomas Earle. The homeward voyage was a pleasant but comparatively uneventful one, the principal incident to arise taking the form of a presentation to the captain and company of an appropriately worded testimonial of appreciation for courteseies extended and comforts enjoyed.

While at St. Michael's it was learned that fourteen men belonging to the pinched whaler Nevarch had been found drifting on a cake of ice by the steam whaler "Thrasher," not far from Cape Barrow. The men had, when rescued, been for eleven days on their desolate cake of ice which measured but 20 feet square, and were all more or less badly frozen, while several had by the terrors and privations of the situation been driven hopelessly insane. The Thrasher is now disabled with a broken propellor on the Siberian coast near Behring straits, but expected to resume her season's whaling as soon as repairs shall have been effected.

THE SITUATION AT DAWSON.

"Flee or Starve" the Message Conveyed to the Beleaguered Mecca of the North.

Provisions will buy claims at Dawson and Forty Mile this winter that money cannot touch. In the gulches around Circle City the miners are supplied, but in the city itself there is not much more than twelve tons of flour. Forty Mile has little or nothing, and a large part of Dawson must already be on short rations.

Such is the information brought down by the Danube. 'Escape or starve" is the message that has been sent up the river, and when the history of that region comes to be written, the daring and perseverance of the plucky man who, at the risk of his life, undertook to carry the warning to the thousands of people waiting anxiously for news, will have to be recorded.

The news brought overland some days ago of the difficulties encountered by the river steamer Margaret in the attempt to reach Dawson City is amply confirmed by the reports brought down by the Danube. Assistant Superintendent Hansen, of the Alaska Commercial Company, came down the river on the Margaret after she had landed there half of her cargo, to make a heroic effort to get the remainder of the provisions cached at Devil's Teeth rapids (and aptly are they named), for the relief of the threatened starvation at Dawson.

The attempts made to get the boat up the river all proved fruitless, and finally at the risk of sacrificing his own life the gallant captain started up in a birch bark canoe to tell the beleagured residents that no help could reach them, and if they would live, they must make their way down to where food awaited them. No word has been received from him since he was heard of as having reached a point but a few miles beyond the rapids, and perhaps none will be until the warmth of the springtime sun unlocks the frozen gates which have closed forbiddingly and forbodingly on the upper reaches of that desolate stream.

No words seem too strong to those men who have come down from St. Michael's, wherewith to depict the danger which exists for those who are still left in the vicinity of Dawson. The starvation will not be for those at Dawson, they say, but the dead men will be between Dawson and Dyea; those who are going over the pass late will be caught in the winter storms and they must surely die.

One and all agree that there is not enough money even in the rich Klondyke region to induce them to attempt the journey over the trail this winter. Men were flocking down to St. Michael's from Circle City. Every day boats arrived heavily laden with men who had been warned by those who started up when the steamer Hamilton found the Devil's Teeth impassable. No one tells any more of gold, the cry is all for "grub." The Margaret was to wait until the last possible safe moment at the rapids, in the hope of catching the down-stream rush from Dawson City, to feed the hungry and convey all possible to where food awaited them lower down the river.

At Manook a camp of several hundred men has been established by the unloading by the steamers of the passengers they could take no further. Two boats, one belonging to each of the rival companies, arrived there together, and "dumped" their living freight upon the inhospitable reaches of that lonely arctic spot. Many of them will winter there, some of them will make other but perhaps no more successful efforts to get away; and, alas, some it is feared will fall victims to the rigor and hardship of that dreadful place.

Another possibility which lends horror to the contemplation of the fate in store for those who have been thus beleagured at Dawson is the almost certain fact that darkness will be unrelieved by any ray of light. The stock of coal oil and candles is reported to be exhausted. This, added to the hunger, if not worse, which must exist, causes a deep feeling of sympathy among the men who, having reached civilization with thankful hearts for their own deliverance, are filled with commiseration for those less fortunate than they.

THE "DWYER'S" DIRE DANGER.

How the Little Sacramento River Boat Weathered a Tempest of the North.

To what extremes of danger the lust for gold will drive men is amply demonstrated by the news of the hairbreadth escapes from death and disaster experienced by those who embarked in unseaworthy crafts for the Yukon river. And that luck is sometimes good for the foolish as also for the bold is another lesson taught by the following account of the trip of the steam schooner Navarro and the little river steamer Thomas Dwyer, which the former undertook to tow to St. Michael's. That men should be so rattle-brained as to be willing to undertake such a trip almost passes comprehension, but amazement at their craziness is lost in contemplation of the miraculous escape they had from a watery grave.

The Thomas Dwyer formerly plied on the upper waters of the Sacramento, and that information will convey to everyone an idea of how little fitted she was to brave the storms which raged in the Behring sea. But let the story be told by a passenger on the Navarro, D. A. McDonald, an old-time California miner.

"The wind had been blowing hard for some days," he said, "when about 9:30 in the evening of September 20 a heavy gale began. The wind blew at the rate of ninety miles an hour, and nothing could stand up against it. It required all the efforts we could make to keep the Navarro's head to the wind, and after tugging at us with violent lunges, the Dwyer finally broke her hawser and drifted away. The hawser fouled our propeller, and for nearly three hours we lay in the trough of the sea in an unmanageable condition.

"Every moment threatened to be our last, but finally the storm abated and we were able to clear the propeller. Then began an anxious search for our late companion. All night we kept a keen look-out for the faintest glimmer of her lights, but none appeared, and when morning broke no trace of her could be seen. Just before noon, however, the cry of 'There she is!' sent the blood tingling through the veins of every man aboard, and every eye was strained to the direction in which the first mate, glass in hand, was excitedly pointing.

"Was it her? For a time we doubted, the object resembled a mass of wreckage as much as the eagerly looked for Dwyer; but as we drew nearer it was soon placed beyond doubt that the Dwyer had ridden out that dreadful storm almost better than we had. There she was, safe and sound. Her rudder had been carried away, but Captain Anderson, her master, had rigged a drag, and kept her up to the sea with that."

And, with the chances ten thousand to one against it, St. Michael's was safely reached.

THE "DANUBE'S" PASSENGERS.

A Motley Throng Who Can Tell of the Rigors of Almost Every Section of the Yukon Country.

Eighty-two as disreputable appearing passengers as the Danube has ever carried, disembarked from her deck last evening upon her return from the golden but famine-threatened north. And yet the tramps in looks, or many at least among them, were men of money—miners returning from the land of quickly made fortunes, against whose doors so many disappointed ones are beating their hands in impotent vexation. They are glad to be out of the Klondyke country, which so many more are mad to enter.

Of the gold dust and nuggets they have brought back with them they have nothing to say. Mention the subject, and their lips shut tight and a far away look comes into their eyes. It is safe to conclude that none of the twenty-three who came through from the mining district has enough to retire on—and none of them but is determined to try the North country again, having ample confidence in it as a producer of gold. From $500 to $5,000 is said to be the average of the individual wealth among the Danube treasure-bearers, although the officers of the ship smile when $75,000 is suggested as an estimate of the gold they have carried, and suggest that $250,000 would be nearer the mark.

That the sacks are not heavier is partially accounted for in the fact that only a few of the miners have had the luck to share in the profits of the Klondyke claims, the majority hailing from Birch creek and the generally neglected diggings of the Alaska Yukon, where living wages rather than big fortunes are the rule.

The "tons upon tons of gold" that were to come out by way of St. Michael's and upon which pirates were already said to contemplate a bold descent, are still at Dawson, filling the coal oil tins of the miners and overflowing the safes of the commercial companies. Nor are the Bertha and the Portland, following the Danube down, likely to bring even as much treasure as the C.P.N. steamer, unless the commercial companies should decide to send some of their accumulated wealth by them.

The outcoming miners by the Danube—quite a number of whom had no intention of coming South when they left the claims they call "home," having taken a run down the river to see why supplies did not arrive—are: Charlie Johnston, Abe Gordon, George Thompson, George A. Allanbutter (better known among Northern mining men as George the Arab), E. Henger and his little son, George Thomas, Herman Railman, E. Larsen, Nels Rasmusen, F. T. Hales, Dan Petrie, S. Neilsen, G. T. Smart, W. Johnson, William A. Sunn, Fritz Miller, Charlie Olsen, Leonard Goth and wife, "Lucky George" Sutton, Deputy Collector of Customs G. W. Ross of Circle City, N. V. Hendricks proprietor of the store and sawmill at Anvik. The returning pilgrims, who have not yet had an opportunity to try their luck in the mines, are: W. Hiedestg, N. Degginger, W. Cleave, W. Kennedy, J. Gallerott, G. Hardy, C. W. Whitenack, T. C. Garvy, C. O. Johnston, W. F. Brown, F. Folkenstein, F. Chufenet, W. Fitzgerald, G. Gerty, H. Fletcher, D. Morrison, J. Raman, H. G. Weisser, T. P. Davis, K. McLearn, S. G. Oberwager, P. Seelander, G. Banhet, C. Hank, H. Amandsen, A. W. Levens, W. S. Levens, J. R. V. Levens, C. Griffiths, C. Anderson, J. Grantheizer, N. Blade, A. Kunger, T. B. Ross, Duke F. Baxter, George Van Gordon, C. Lambert, Dr. P. C. Campbell, W. R. Smith, F. Ticehurst, C. Rist, A. K. Holmes, S. F. Overstreet, J. Reynolds, E. Charcot, W. Ritchie, H. Fletcher, R. N. Martin, T. Polkinghorn, O. C. Stone, F. M. Barton, J. Olker, R. E. Lee, E. A. Conant, J. Kirk, H. C. Redford ane John Cook.

This large passenger list was the result possibly of a low steerage rate having been offered, and which appealed strongly to the disappointed ones who had invested so much and unhappily achieved so little. One and all were glad to get back to "clean clothes and white man's rations." As a result the city restaurants and the ready made clothing establishments did a rushing business until long after the hour at which, even on Saturday nights, the shutters are up and the gas turned low.

CHINESE FORGERY CASE.

Hok Taw's Hearing Prolonged by an Unsatisfactory Witness.

The preliminary hearing of the Hok Taw forgery case was expected to have reached a conclusion yesterday, but the result of the examination of Moi Chung called for the prosecution, was that an adjournment was taken until to-morrow. The prosecution had called Moi Chung in the idea that he could testify to Hok Taw's writing, but to their surprise when he entered the witness box he said he knew nothing about it—and consequently another witness will be summoned instead.

Moi Chung, when asked how he would be sworn, remarked "alle same white man—Blitish subject." No, he did not go to church, he said, and he was not a Christian—so after a little further questioning he swore in the usual Chinese way by burning a paper. He had been a merchant here for thirteen years, he said, and he knew Hok Taw, but had not seen his writing for a long time. He volunteered the information that some years ago he was in Hok Taw's boarding house on business, and with natural curiosity looked over at a paper Hok Taw was writing, but Taw promptly turned the paper over so the writing could not show.

Mr. Powell for the prosecution, remarked that this witness was in the nature of a surprise, as the prosecution had been led to believe he could swear to Hok Taw's writing. As a result another witness would have to be brought, and an adjournment was asked until Monday for that purpose.

Mr. Hall asked that the accused be released on bail in the meantime, but this was refused, the magistrate remarking that Hok Taw from his smiling countenance did not seem to have suffered from confinement, but looked apparently the happiest man in court.

An adjournment was therefore taken till 9 o'clock on Monday morning, so that the case might be concluded if possible before the Cummings' case, which comes on at 10 o'clock.

Before Retiring....

take Ayer's Pills, and you will sleep better and wake in better condition for the day's work. Ayer's Cathartic Pills have no equal as a pleasant and effectual remedy for constipation, biliousness, sick headache, and all liver troubles. They are sugar-coated, and so perfectly prepared, that they cure without the annoyances experienced in the use of so many of the pills on the market. Ask your druggist for Ayer's Cathartic Pills. When other pills won't help you, Ayer's is

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Tanner Makes Another Mark for the Mile and a Half Provincial Time.

Splendid Sport at the Second Day's Meeting at the Victoria Driving Park.

The racing at the Victoria Driving Club's meeting yesterday was even better than on the previous day. The attendance, unfortunately, was only moderate.

Proceedings opened with the first heat of the five-eighths of a mile repeat race, and Bonbonniere, after getting away in the lead, was pulled up by her jockey under the impression that it was a false start. This left the race to Allahabad and Ione, but the latter could never make the bay horse expend himself and he won handily by about a length. In the second heat it was a good race from start to finish, Allahabad winning by a neck.

The three-quarter mile race produced the most exciting contest witnessed on the track for many a day. Reciprocity, Sweet Briar and Dr. McAllister, after half a dozen false starts, got away in close order. Reciprocity made the running, with Sweet Briar at his head and Dr. McAllister at his saddle girths. They ran like a team till entering the stretch, where Sweet Briar challenged Reciprocity, and a desperate race up the stretch ensued, Reciprocity winning, but by a scant nose, with Dr. McAllister half a length away, third.

The pony race produced a pretty contest, Paragon and Swipes getting away in front. Swipes took the lead at the top turn, and keeping it won very easily by three lengths. Mayflower managed to secure third position after a hot set-to with Donk.

The last race on the programme was the mile and a half Merchants' Stakes, for which Catalogue, Sweet Briar, Tanner and Allahabad were on the card. Tanner was a favorite in the betting, but Sweet Briar had many supporters, as did Allahabad and Catalogue. After two false starts they were sent away, Catalogue making the running with Allahabad at his head, Sweet Briar third and Tanner in the rear. They kept these positions for the first mile, when Tanner went up to his horses and at the mile and a quarter they were neck and neck. Coming into the stretch Tanner took up the running, and although challenged by Allahabad he won after a close finish by a neck, Catalogue, a length away, third.

This brought to a conclusion a most successful race meeting. There was no suspicion of unfairness even alleged, the starting flag was excellently handled and the management throughout gave every one satisfaction. The following were the results:

THREE-QUARTER MILE—PURSE, $150.

J. C. Johnston's bk. c. Reciprocity, a, Quoy, 133 lbs. 1
W. Marshall's br. m. Sweet Briar, 4, Frank, 130 lbs. 2
L. Galbraith's s.g. Dr. McAllister, 5, Galbraith, 113 lbs. 3
Won by a nose. Time—1:20.
Betting—3 to 5 Dr. McAllister, 5 to 2 Reciprocity, 4 to 1 Sweet Briar.

FIVE-EIGHTHS OF A MILE AND REPEAT—PURSE—$150.

G. A. Small's b.g. Allahabad, 5, Galbraith, 120 lbs. 1 1
T. Barlow's ch. f. Ione, 3, Cohen, 105 lbs. 2 2
J. J. Bottger's b.f. Bonbonniere, 5, Smith, 110 lbs ..... d.
Time—1:10, 1:09½.
Betting—Evens Allahabad, 2 to 1 Bonbonniere, 4 to 1 Ione.

PONIES, HALF MILE—PURSE $50.

H. Erskine's b.g. Swipes, a, Galbraith ... 1
A Jaque's s.g. Lobster, a, Cameron 2
C. H. Cottle's bk.m. Mayflower, a, Cohen 3
Also ran—Donk and Jess. Time, 53¼.
Betting—Evens against Swipes; 5 to 1 the others.

MERCHANT'S STAKES—$200, ONE AND A HALF MILES.

J. J. Bottger's s.g, Tanner, a, Galbraith, 124 lbs. 1
G. A. Small's b.g. Allahabad, 5, J. Millington, 120 lbs. 2
C. H. Cottle's b.g. Catalogue, 5, W. Sankey, 116 lbs. 3
Also ran—Sweet Briar. Time, 2:47¼.
Betting—4 to 5 Tanner, 2 to 1 Sweet Briar, 4 to 1 others. Won by a head.
Stewards—W. A. Ward, W. F. Burton and F. B. Pemberton.

The Yellow Fever Cure.

MONTE VIDEO, Oct. 15.—During the course of a lecture yesterday Dr. Sanarelli, who has been experimenting for sometime past with yellow fever germs, affirmed that the serum he has obtained from the animals with which he has been experimenting has been as effective against yellow fever as horse serum, and he added that it will very probably cure spontaneous yellow fever in human beings.

Too Much Gold.

NEW YORK, Oct. 15.—The Bank of B. N. A. imported $500,000 in gold a few days ago and to-day sent gold to the sub-treasury, asking for greenbacks in exchange. The treasury officials declined.

Official Mining Maps at THE COLONIST