LIFE PRESERVER FOUND IN NORTH

BROUGHT DOWN ON THE TEES SATURDAY NIGHT

Salmon Fishing in Northern Rivers—The Royal City Reaches Telegraph Creek on Second Voyage.

A large life buoy, minus all marks of identification, and which was picked up off Lowe Inlet by a fisherman several weeks ago, came down from the north consigned to Capt. Gaudin, the local agent of marine and fisheries, on the steamer Tees on Saturday night. The buoy looks as though it had belonged to some large English vessel, as on it there is a faint impression of what was once the British ensign. The lettering, indicating where the name was once painted, appears in large form, but is so obliterated that a single letter cannot be deciphered. Judging, however, from the size of the print, there were about nine letters in the name, which would correspond with that of the lumber laden ship Altivella, from which wreckage has previously been found in northern waters. The Altivella sailed from Vancouver for the United Kingdom during the heavy storms of midwinter, and it is feared was lost on this coast. The buoy is made of cork and it has been so long in the water that part of its covering has been worn away.

The Tees called at Vancouver before coming on to Victoria, and there landed all but three of her passengers. Among those who returned on her were J. B. Babcock, the provincial inspector who went north to inspect the northern hatcheries; R. Cunningham, Mr. Robinson, storekeeper at Kitimaat, and Mrs. McLaughlan. As freight the steamer brought among other consignments 500 cases of the new season's salmon.

Fishing in the north has greatly improved within the last few weeks, and on the Skeena as many as 500 salmon to the boat have been caught, while it is said from two to three hundred to the boat is the average catch While the Tees was at Inverness about 2,000 cases were packed. The Alert Bay cannery had about 600 cases.

On the Skeena the most of the fish have been caught at the mouth of the river; up stream very few have been taken. The steamer Hazelton was tied up at the mouth of the river. She has been run all season with pronounced success, and is now tied up only because the water in the river is so high that it renders navigation difficult and dangerous.

Referring to the coronation festivities, the Star, the little publication issued at Port Essington, to which reference has heretofore been made, says:

"Port Essington has nothing to be ashamed of in the way which it celebrated Coronation Day. Flags in abundance were stretched to the breeze, and there were many tasteful decorations. Stores and establishments were closed, as far as the exigencies of business permitted, and the streets were alive with pleasure-seekers. At night there was a ball with supper at the Hotel Essington, which was very numerously attended, and went fast and furious. Patriotic speeches were made by Messrs. Morrow, McDougall and Helgeson at the conclusion of refreshments appropriate to the occasion."

Among other items of interest gleaned from the Star are the following:

"On June 25th an Indian boy fell from the B. A. C. wharf at Port Essington, and was drowned before assistance could reach him. His remains were recovered, and on the following day he was buried, the Indian band being present and playing funeral airs.

"A Liberal club has been organized at Port Essington, with Peter Herman, president; D. McKenzie, vice-president, and R. L. McIntosh, secretary-treasurer."

REINDEER FOR ALASKA.

Rev. Sheldon Jackson, United States general agent of education, says the government has undertaken to stock Alaska ultimately with 15,000 Siberian reindeer. Rev. Mr. Jackson hopes to make satisfactory contracts with the traders and merchants along the Siberian Behring Sea coast for supplying reindeer required for next year and the years to come.

"If possible I want to arrange for from 1,000 to 2,000 each year until we have secured about 15,000, which, with the 5,000 now in Alaska and the natural increase, will keep the northland supplied with this noble animal forever," said Mr. Jackson in Seattle before going north. "The government will loan the reindeer to the missionaries, who will in turn lend them to the Eskimos and other natives and miners. The white residents and natives of the country may have the increase and the use of the original animals for transportation purposes.

"The government does not sell the reindeer—simply lends them. The deer may be put to many valuable uses, especially for food and transportation. There is no better meat than that of a four-year-old reindeer, when in good condition.

"It has been demonstrated that the climate of Alaska is admirably adapted to reindeer. Fine as are the specimens we are procuring from Siberia, their fawns born in Alaska grow to greater size than the parent animal."

The United States revenue cutter Bear is now engaged in the transportation of Siberian reindeer to the St. Lawrence island and other stations in Alaska. William Hamilton, Rev. Jackson's assistant, is with the Bear expedition.

NORTHERN STEAMERS ARRIVE.

Steamer City of Seattle, with $20,000 of Dawson gold, reached Seattle yesterday morning, followed closely by the Dolphin, which has been credited with having $100,000 more of the yellow dust on board. News was brought by the steamers that the government telegraph wire between Dawson and Ashcroft has been down for some time. The trouble has been chiefly from spring freshets taking down trees and banks and allowing the wires to fall. In many places storms have blown trees over the wires. A hundred linemen are kept busy patrolling the wire, but the work is tedious and difficult.

A great deal of machinery for mining is arriving in Dawson by the upper river route from all parts of Canada and the States. Boilers, centrifugal pumps, dump cars, rails, engines and thawing apparatus of all kinds is on the wharves by tons and tons. It bears the factory makes of concerns in Seattle, Vancouver, New York, San Francisco, Pennsylvania, Massachusetts and many other cities and states in the Union and Canada.

A post office has been opened on Last Chance creek, tributary to Hunker, and one at the mouth of the Stewart river. They are known as Last Chance and Stewart River. An office will also be recommended for Gold Run.

Tons after tons of newspaper mail, which was laid up at White Horse and other coast points in the winter because only first class matter is carried in the closed season of navigation in the north, has been pouring into Dawson for three weeks, or since the river opened from White Horse. The post office force of ten men has worked day and night distributing this and fresh mail.

The upper Yukon is much lower than last year, but the water has risen so vessels easily cross La Barge and other difficult places without full cargoes. The White Pass steamers carry about a third less than they could last year, and therefore have to make more trips. In consequence, the company will operate all its steamers this summer until the close. Six independent steamers are also on the run.

The telephone service in and about Dawson is being extended farther than ever. The main extension just now is up Hunker from the mouth of Gold Bottom. Service already is given to the Forks, Eldorado, Bonanza, Quartz, Gold Run, upper Dominion, lower Dominion, the Dome and intermediate points.

HALF FLEET GET CREWS.

Several sealing expeditions, fitted out at a cost of many hundred dollars to Victorians to hunt in Behring sea this fall, have already proved failures because of the scarcity of Indians to man them. The natives who in years gone by have been depended on for the fall hunting, have left the Coast in such large numbers to fish on the Fraser river during the coming season, that not more than half the sealing fleet will be enabled to proceed to Behring Sea. Capt. Grant, the manager of the Victoria Sealing Company, which controls nearly the whole sealing fleet, said this morning that in addition to the schooners which have already returned without crews, many more would have to come back and tie up for the remainder of the year, thus incurring a serious loss to the company.

Two of the fleet, the Libbie, Captain C. Hackett, and the Teresa, Capt. Byers, arrived this morning, the former from San Juan and the latter from Eucluelet. Both came in under their own sail, the Teresa making the trip in twelve hours, which is about record breaking time.

Captain Byers states that he offered the Indians seven dollars a skin to see if any wage would induce them to go sealing, but even at this figure, which is a dollar more than the company has paid for any of their hunters this year, the Indians refused. They would not sign for the voyage, Captain Byers believed, for any wage which might be offered them. Capt. Byers reports that the Fawn is at Alberni, and will also return to port. He met the schooner Favorite outside, bound for one of the Coast ports to pick up canoes, she having already secured a crew. The vessels which she thinks will be able to go to Behring sea, in addition to the Favorite, are the Carrie C. W., Zillah May, Enterprise, Otto, Arietis, Umbrina, Penelope, Annie E. Paint, Sadie Turpel and Alnoka. The last named three have as yet only a partial crew, while it is considered doubtful whether the Penelope will be successful in getting her Indians.

A DERELICT SCHOONER.

In the Valdez Prospector of June 12th the following appears regarding the discovery of a derelict schooner in northern waters: "There is a wrecked schooner thrown up on the flats at the mouth of the Copper river. The name could not be ascertained, as it was impossible at the time she was discovered to reach the wreck, owing to the roughness of the surf. It was seen, however, that her sails were stripped off and that the masts were broken. The fate of the crew is unknown."

Until the identity of this craft is known Victorians who are familiar with circumstances of the Hatzic's disappearance will remain in considerable doubt, for the unknown craft may prove to be the long absent sealer. If it is, some questions of great interest arise, namely, has the schooner just drifted ashore? Did her crew abandon her before reaching land, and was the square sterned vessel of the Hatzic's size and description sighted by an inbound Oriental liner the missing sealer? Many various theories might be found regarding the recent appearance of the craft on the northern coast and of the fate of the crew. The fact that the schooner just found is right side up leads to the hope that Capt. Daley and his men who left Kyuoquot on a sealing cruise in February are still in the land of the living.

NEW STEAMER LINE.

"A new line of modern steamers will soon be in operation between Vancouver, Victoria, Tacoma and Seattle to South American ports, via San Francisco," says a San Francisco dispatch. "The Pacific Steam Navigation Company's new steamships Panama, California, Vancouver and Victoria, are now all on their way to Valparaiso, and upon their arrival will inaugurate a new and regular service between South and Central American ports, San Francisco and Puget Sound. This line will connect at Valparaiso with the Compania Sud Americana de Vapores for New York district, via the Straits of Magellan. This line has heretofore been operating to San Francisco, but this month will abandon the route from Valparaiso to this city. The Tucapel will be the last steamer of the line to come; hereafter the line will be operated from Valparaiso to New York. The Pacific Steam Navigation Company is an English concern, and as the new steamers are to be equipped so that they can be turned into armed cruisers at a few hours' notice, the Canadian and English governments will subsidize the vessels. The new liners will call regularly at Victoria and Vancouver, B. C., Seattle and Tacoma for freight for South America."

NORTHERN OIL WELLS.

Among the arrivals from Western Alaska by the steamship Bertha on her last trip down were Messrs. G. Robertson, representing St. Louis capitalists; W. A. Abernethy, formerly a prominent contractor of Spokane, and Drs. Bruner and Marshal, both well known in West Kootenay and in Spokane. The latter three gentlemen are directly interested in a very extensive coal and oil discovery in Alaska, and have been North in connection with the development of the properties. The big coal lands lie inland from Caballa Bay, Alaska, about 20 miles, the oil fields being located in the same belt of land.

The coal deposits, according to the reports, are very extensive, and parallel veins of clear coal have been struck, varying in width from 6 to 45 feet, with surface showings for over a mile; in all eight seams have been exposed. The coal is said to be a semi-anthracite, nearly approaching that of Pennsylvania in commercial value.

Probably the first direct result to this city of the competition warfare that has been carried on between the different transportation companies running steamers to Dawson was to be seen on the arrival of the Princess May. The steamer on her return from Skagway carried the record crowd of the season, there being in all 130 passengers when she called at Vancouver en route to this city. Nearly all were from Dawson, and more than three-fourths of their number were destined for points in the United States. The list for this city included T. Allice, traveller for Turner, Beeton & Co.; A. J. Morris, traveller for J. Piercey & Co.; G. C. Shaw, the local commission merchant; G. R. Talbot, C. Blackett, J. B. McLaughlin, and H. H. Webb.

Many of the other passengers enjoyed the advantages of the rate war, having come up to White Pass on the Columbia, which steamer was so overloaded prior to leaving Dawson that many had to be ordered off. The rate quoted to Skagway was $30. Large numbers in Dawson were induced to leave the city, and every steamer sailing for up river points carried a full complement. But the rate war was declared off before the Columbia's passengers reached their destination, and a temporary lull in the passenger business may in consequence be expected.

The Princess May, notwithstanding the fact that she carried many miners, brought little gold. The principal shipments were those of a $50,000 lot left in the care of Purser Bishop on the trip, and a $2,800 consignment forwarded to the Albion Iron Works of this city.

The five Chinese who were taken north on the Amur, and who, as stated, were not allowed to stay at White Horse by the miners of that town, returned on the Princess May. Referring to their rejection the White Horse Star says: "On the train last night from Skagway there were among the passengers five Chinamen from Victoria. The news was in a short time circulated around town and a great deal of indignation expressed over their arrival. When questioned as to their intentions they said they were going below Five Fingers to work on some unknown creek at placer mining, but further questions elicited the information that White Horse was their objective point and that they expected to get employment here as cooks, in laundry work, etc.

"Early this morning a committee of citizens waited on them and told them they were not wanted in Yukon Territory and they had better make arrangements to return from whence they came. They then stated that they wished to go on to Dawson, but the committee refused to listen to such a proposition and told them that they would have to leave on the freight train for Skagway in an hour's time, to which they agreed.

"Owing to certain regulations in passing through foreign territory they had to be placed in bond and photographs for the purpose of identification taken of each individual member of the party. Photographer E. J. Hamacher attended to the taking of their pictures, but it was found that the other details for their deportation could not be arranged in time to catch the freight, which, through the courtesy of Mr. Mellott, had already been held an hour.

"As a last resort, and in order to get them started on their return, it was decided to send them as far as Bennett, where they will have to lay over until Monday.

"The committee had to guarantee their passage money to Victoria, amounting to $200."

WILL BE LAUNCHED TO-DAY.

The new Vancouver-Howe Sound steamer Britannia is to be launched from Cates's shipyards, False Creek, today. This is the boat to be operated by the new steamship company known as the Terminal Steamship Company, composed of Captain J. A. Cates and Messrs. Evans, Coleman & Evans, and will take the place of the steamer Defiance.

The steamer is 104 feet long, 22 feet beam, and 8.5 hold, and will have double house, promenade deck, two masts, and similar to the steamer Charmer in many respects. She will carry no berths for passengers, having only those for officers and crew, being intended for a daily excursion boat, specially for the Howe Sound trade. Inside there will be ladies' and gentlemen's cabins, with upholstered and Pullman seats, and dining room aft on the lower deck.

THE SEARCH CONTINUES.

Speculation is still rife as to the fate of the missing Portland and Jeanie, the two steamers of the Nome fleet caught in the ice floes in the northern seas. The news was published that the Centennial had brought down definite information, but the story was denied. Capt. Ferguson, of the Senator, stated that before he started south the Thetis had returned to Nome to replenish her coal supply, and had secured absolutely no tidings of the Portland or Jeanie. He had heard the rumor brought by the Centennial, that it was current at Nome, but upon investigation had been proven to be groundless.

It is hoped some word will soon be received of the missing steamers. The Thetis is out, the Manning has been sent, and now the revenue cutter McCulloch has been ordered north with all dispatch from San Francisco to render assistance.

RESCUED THE CREW.

The Kosmos liner Abydos, which reached San Francisco from Hamburg last Monday, carried into Valparaiso the crew of the wrecked Kosmos liner Sakkarah. The Sakkarah ran into an island on May 1st, about 800 miles southwest of Valparaiso, and jammed herself hard and fast on the rocks. All hands were saved, and the ship's papers and such treasure as was on board were taken ashore; but the ship and cargo will be a total loss. News of the disaster was sent to the mainland by one of the Sakkarah's officers, who, with several sailors, volunteered to go for assistance in one of the ship's boats. The news reached Captain Carstens, of the Abydos, at Valparaiso. He at once proceeded to the scene of the wreck, which he reached May 16th. Although well provided with food, the Sakkarah's people had had all the Robinson Crusoe they wanted, and the arrival of the Abydos was greeted with German cheers, the echo of which, Capt. Carstens says, is still sounding over the South Pacific.

AMERICAN CUTTER IN PORT.

The United States revenue cutter Gedney came in from the Sound this morning and is lying in the Bay with colors flying gaily in honor of the national holiday. She will proceed north from here on Sunday, coaling at Comox en route to Alaska on her regular annual trip in the revenue service. She will be followed north by the lighthouse tender Manzanita, which will carry Capt. W. P. Day, United States lighthouse inspector, who will visit and inspect the Alaska beacons. The inspection of Sound lights will require a week, and then the vessel will proceed northward with the captain and a party of friends. The Alaska voyage will require two or three weeks. Capt. Day's district embraces the coast of Oregon and Washington along with the Columbia river, and the entire coast line of Alaska. Though few lights now are shining on the northern coast, within the next two or three years it is expected that many will be established.

THE GLADE REINSURANCE.

There is an impression in some quarters that the fact that the German ship H. F. Glade, long overdue, has been posted as missing, means that the money placed on her by speculators is forfeited thereby. This is not the case. With the posting of the ship Lloyds has paid her owners for the ship as a total loss, but an indemnity bond is taken at the same time, whereby the owners agree to return the insurance money if the vessel manages ultimately to reach port. However, if she did succeed in getting to port, the gamblers who risked their money at the higher risks would win their large percentage, despite the fact that the ship had been posted. Reinsurance on the overdue Patterdale, from Newcastle for San Francisco, has been increased to 75 per cent.

STRATHCONA LAID UP.

The sternwheeler Strathcona, the regular vessel on the Sidney-Nanaimo run, has been in port since Saturday morning, and is likely to remain in port until Wednesday next. On her last trip to Nanaimo something went wrong with her boilers, and she has been obliged in consequence to lay up for repairs. These are being effected by the Victoria Machinery Depot. In the interval the Iroquois is taking her place in service, and is being operated on the old schedule in vogue prior to the advent of the Strathcona on the route. She leaves Sidney about noon to-day, returning from Nanaimo tomorrow. It is hoped to have the Strathcona back on the run on Wednesday.

BRITISH PASSENGER BUSINESS.

The Rosalie this morning and the Majestic yesterday evening, when arriving from the Sound, were crowded with passengers. The former carried 130 excursionists, a large number of whom were homeward bound Victorians who have been spending the Fourth on the American side. The number on the Majestic yesterday was 80, many of these representing the van guard of the returning pleasure seekers. In addition the steamers have been carrying strangers who have been coming to the city on sight-seeing expeditions.

BUILDING BOILERS NOW.

Advices from Toronto announce the ending of the boilermakers' strike at the Polson Iron Works, and work has already been commenced on the construction of the boilers for the government cruiser Kestrel, which is under course of construction at the Wallace shipyard on False Creek. The completion of the cruiser has been delayed a long time by reason of the strike at the Toronto Iron Works.

MT. SICKER NEWS.

Henry Croft Returned to the City—Houses Wanted For the Miners.

Henry Croft has returned to the city after a trip to Mt. Sicker, and reports everything going on well in the mines.

The new compressed plant at the Lenora will be completed on Friday, and the new sorting plant for conveying the ore will be ready for work on Wednesday.

Mr. Croft was down at the Copper Canyon, which, he says, is looking very well.

On the Key City, Capt. Wasson has his new hoist at work, and is sinking the shaft to the 200-foot level. He has struck some ore already.

Mr. Croft wishes to draw the attention of the investing public to the fact that houses are badly wanted in the Mt. Sicker townsite for the miners. "If Victoria people have any sand," said he, "they will not let this opportunity for a profitable investment pass them. The miners are waiting for houses."

PROVED PRICELESS.—Ruby coats and cinnamon flavor. Dr. Agnew's Liver Pills are household favorites. Impurities leave the system. The nerves are toned. The blood is purified. The complexion is bright and ruddy. Headaches vanish and perfect health follows their use. 40 doses 10 cents. Sold by Jackson & Co. and Hall & Co.—101

WARRIOR WOES.—Through damp, cold and exposure many a brave soldier who left his native hearth as "fit" as man could be to fight for country's honor, has been "invalided home" because of the vulture of the battle ground—Rheumatism. South American Rheumatic Cure will absolutely cure every case of Rheumatism in existence. Relief in six hours. Sold by Jackson & Co. and Hall & Co.—98.

THE CELEBRATION OF DOMINION DAY

STIRRING ADDRESS BY REV. ELLIOTT S. ROWE

The Growth of the Dominion Since Confederation—Possibilities and Wealth of British Columbia.

The patriotic concert, held in the market hall on Wednesday night, was largely attended and proved a most enjoyable affair, says the News-Advertiser.

The feature of the programme was an oration by Rev. Elliott S. Rowe, D.D., of Victoria, who in eloquent terms spoke of the growth of Canada, and showed the patriotic significance of "The Day We Celebrate."

The speaker was introduced by the Mayor, and was received with rounds of applause.

He remarked that it was fitting for Canadians to mark for special observation the first day of July, because on that day Canada was born, and because by the blessing of Providence, its history since had justified its birth. It was peculiarly appropriate that the citizens of Vancouver should give prominence to the day, for the life which uttered itself in this magnificent city, of magic growth and inspiring promise, was in itself a product of Confederation.

Vancouver would be impossible without Canada, and the results from which it had sprung could be achieved only by men far-sighted enough to predict them, and ambition enough to provide for their production. Such were the Fathers of Confederation; endowed with a prophet's vision, inspired with a patriot's love, possessing an abiding faith in their race and institutions. Thus equipped, and with courage and ability, these men were able to execute a political enterprise, without precedent in history. Their road was not only untrod, but beset with difficulties. Sectional jealousies, and racial antipathies had to be contended with before that scheme of Confederation was consummated, which by act of parliament became effective on the first day of July, 1867. And now, said the speaker, "we celebrate the day that marks the completion of their labors."

Thus Dominion Day did not celebrate a triumph of physical force, but rather a nobler triumph; an event of deeper significance, indicative of loftier qualities in the actors than any victory of arms could express.

The Fathers of Confederation were entitled to all the more credit because they could not see much that was familiar to our eyes. They did not know that the great West had stored in its prairies the food of millions or that its mountains were seamed with gold. But what they did know was that the provinces were parts of the British Empire, and that they must remain so, and to that end Confederation was necessary. They realized that scattered provinces without means of communication, divided by hostile tariffs, could not hope to compete with the communities to the south, and that there were the alternatives of Federal union under British auspices or annexation to the United States. They decided in favor of the former, and we now celebrated their decision and rejoiced in the good results of it. As British subjects, we gloried in an event that added half a continent to the Empire, while as Canadians we rejoiced in an event that secured to the land of our birth the advantage of British institutions.

The growth of the Dominion had been as honorable as its birth. Since 1867 the Eastern provinces had been supplemented by the territory which stretched between them and the western sea, and now the flag of Canada floated over half a continent. Our 35 years of history had been marked by achievements, industrial, commercial and educational, that would have been a worthy record for a century. Our total trade had increased from $131,000,000 in 1868 to $381,000,000 in 1900. The tonnage of our ships had risen from four millions to fourteen millions in the same period, and the railway mileage had increased from two thousand to eighteen thousand.

From the first our public men had held a high place in the regard of the Imperial authorities, and to-day the Premier of Canada, like his illustrious predecessors, was recognized as fit to sit at any council board.

Our growth in wealth and influence had not begotten a spirit of unfilial independence toward the Mother Country. On the contrary, a sense of gratitude for favors received had deepened with our increasing strength and would express itself in more substantial forms in the future as our ability would permit and occasion demand. Once we were dependent. Then we became self-sustaining, and now it remained for us to put our shoulders under Imperial burdens, and thus develop the ability to earn and the right to wear Imperial honor and dignity.

It had been shown that the men of Canada were not indifferent to the Empire, nor unfit or unwilling for the sterner duties of citizenship. The world now knew that the sons of Canada, though trained in the arts of peace, were able, when occasion demanded, to take their part in the field of battle.

Rev. Mr. Rowe closed with a reference to the possibilities and wealth of British Columbia, and the necessity of instilling into the minds of the children the story of its history, that they might fully read the significance of the word Canadian, and seek ever to write the name on the honor roll of nations.

A fine musical programme was rendered during the evening, in which a chorus of 250 scholars from the public schools took a prominent part under the direction of George J. Dyke.

THE FRUIT MARKS ACT.

Secretary Brandrith, of the British Columbia Fruit Growers' Association, forwards a copy of the Fruit Marks Act with the request that it be published, adding: "It is desirable that our growers and shippers be made acquainted with the act, which is to be strictly enforced during this season." The act is as follows:

An Act to Provide for the Marking and Inspection of Packages Containing Fruit for Sale.

(Assented to 23rd May, 1901.)

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. This act may be cited as The Fruit Marks Act, 1901.

2. This act shall come into operation on the first day of July, nineteen hundred and one.

3. In this act, unless the context otherwise requires,—

(a.) The expression "closed package" means a box or barrel of which the contents cannot be seen or inspected when such package is closed;

(b.) The expression "fruit" shall not include wild fruit, nor cranberries whether wild or cultivated.

4. Every person who, by himself or through the agency of another person, packs fruit in a closed package, intended for sale, shall cause the package to be marked in a plain and indelible manner, before it is taken from the premises where it is packed,—

(a.) with the initials of the Christian names, and the full surname and address of the packer;

(b.) with the name of the variety or varieties; and

(c.) with a designation of the grade of the fruit.

5. No person shall sell, or offer, expose or have in his possession for sale, any fruit packed in a closed package and intended for sale unless such package is marked as required by the next preceding section.

6. No person shall sell, or offer, expose or have in his possession for sale any fruit packed in a closed package, upon which package is marked any designation which represents such fruit as the finest, best or extra good quality, unless such fruit consists of well grown specimens of one variety, sound, of nearly uniform size, of good color for the variety, of normal shape and not less than ninety per cent. free from scab, worm holes, bruises and other defects, and properly packed.

7. No person shall sell, or offer, expose or have in his possession for sale, any fruit packed in any package in which the faced or shown surface gives a false representation of the contents of such package; and it shall be considered a false representation when more than fifteen per cent. of such fruit is substantially smaller in size than, or inferior in grade to, or different in variety from, the faced or shown surface of such package.

8. Every person who, by himself or through the agency of another person, violates any of the provisions of this act shall, for each offence, upon summary conviction, be liable to a fine not exceeding one dollar and not less than twenty-five cents for each package which is packed, sold, offered, exposed or had in possession for sale contrary to the provisions of this act together with the costs of prosecution; and in default of payment of such fine and costs, shall be liable to imprisonment, with or without hard labor, for a term not exceeding one month, unless such fine and the costs of enforcing it are sooner paid.

9. Whenever any fruit packed in a closed package is found to be falsely marked, any inspector charged with the enforcement of this act may efface such false marks and mark the words "falsely marked" in a plain and indelible manner on such package.

(2.) The inspector shall give notice by letter or telegram to the packer whose name is marked on the package before he marks the words "falsely marked" on such package.

10. Every person who wilfully alters, effaces or obliterates wholly or partially, or causes to be altered, effaced, or obliterated, any inspector's marks on any package which has undergone inspection shall incur a penalty of forty dollars.

11. The person on whose behalf any fruit is packed, sold, offered or had in possession for sale, contrary to the provisions of the foregoing sections of this act, shall be prima facie liable for the violation of this act.

12. Any person charged with the enforcement of this act may enter upon any premises to make any examination of any packages of fruit suspected of being falsely marked in violation of any of the provisions of this act, whether such packages are on the premises of the owner, or on other premises, or in the possession of a railway or steamship company; and any person who obstructs or refuses to permit the making of any such examination shall, upon summary conviction, be liable to a penalty not exceeding five hundred dollars and not less than twenty-five dollars, together with the costs of prosecution, and in default of payment of such penalty and costs, shall be liable to imprisonment, with or without hard labor, for a term not exceeding six months, unless the said penalty and costs of enforcing it are sooner paid.

13. In any complaint, information or conviction under this act, the matter complained of may be declared, and shall be held to have arisen, within the meaning of Part LVIII. of The Criminal Code, 1892, at the place where the fruit was packed, sold, offered, exposed or had in possession for sale.

14. No appeal shall lie from any conviction under this act except to a superior, county, circuit or district court, or the court of the sessions of the peace having jurisdiction where the conviction was had; and such appeal shall be brought, notice of appeal in writing given, recognizance entered into, or deposit made within ten days after the date of conviction; and such trial shall be heard, tried, adjudicated upon and decided, without the intervention of a jury, at such time and place as the court or judge hearing the trial appoints, within thirty days from the date of conviction, unless the said court or judge extends the time for hearing and decision beyond such thirty days; and in all other respects not provided for in this act the procedure under Part LVIII. of The Criminal Code, 1892, shall, so far as applicable, apply.

15. Any pecuniary penalty imposed under this act shall, when recovered, be payable one-half to the informant or complainant and the other half to His Majesty.

16. The Governor in Council may make such regulations as he considers necessary in order to secure the efficient enforcement and operation of this act; and may by such regulations impose penalties not exceeding fifty dollars on any person offending against them; and the regulations so made shall be in force from the date of their publication in The Canada Gazette or from such other date as is specified in the proclamation in that behalf; and the violation of any such regulation shall be deemed an offence against this act and punishable as such.

By amendments just passed the following grade marks are made compulsory:

"(c)) with a designation of the grade of fruit, which shall include one of the following six marks: for fruit of the first quality, No. 1, or XXX; for fruit of the second quality, No. 2, or XX; and for fruit of the third quality, No. 3, or X; but the said mark may be accompanied by any other designation of grade, provided that designation is not inconsistent with, or marked more conspicuously than, the one of the said six marks which is used on the said package."

MONGOLIAN LABOR.

To the Editor:—I think it fair that a man who preaches any doctrine to the people should, as far as he is able, show them both sides of the case, and not his own side only. I have lectured and written for some time past against Mongolian labor. I have done more. I have conscientiously practiced what I preached. Here is the result. Since October of last year I have been making efforts to obtain white labor in the house and on the farm. By making contracts, paying good wages and employing some Indian labor, I have managed to clear 16 acres, and run my farm without Mongolian labor, but until last week I had to do all the domestic or house work, that my daughters could not do, myself. Then I gave it up and hired a Chinese cook at $20 a month, who will not wash clothes, saw wood, or do more than about four hours work a day for that wage. He cooks well. That is all. Now I want to know (1) whether there are no working men's daughters or widows in this country who would be glad to do domestic work of this kind at this wage on a farm 20 miles, or two hours, from town? If not, why not? (2) Whether the working men, in whose interests I have been making my experiments, expect people to shut out all Chinamen if they are not ready to fill their places? (3) Whether any one thinks it is any good to advertise British Columbia as a place for men to come to who have money, if, when they come, they are expected to scrub their own floors, cut their own wood and make their daughters cook, wash and wait upon them?

There is no other country that I know on earth where the man with an income, living out of town especially, can get so little for his money in the way of help, as in British Columbia. More than that, we have spoiled the Chinaman by our confounded half measures. We have, by our head tax, reduced his numbers; that is, reduced his competition amongst the Chinese in places, without removing the slur upon domestic labor which the Chinese have cast upon it and without making any public effort to introduce white women's labor to take its place. If we want to see British Columbia attract any more men with money, we must do some of these things, to wit: either exclude the Chinese altogether and take immediate public measures to induce the immigration of white labor to fill the Chinamen's places, at the same time trying to teach the young women that a decent cook in a respectable family is quite as honorable a person as the "young lady" in a pink blouse who waits behind the counter, or we must pull down the barriers and let in all the Chinamen who like to come, as domestics, not laborers, without any head tax at all.

No one wants to see white labor of all kinds replace Chinese labor in this country more than I do, but it would be dishonest on my part, if, after testing the matter thoroughly, I did not tell the truth about it. I have now made three separate attempts to get Doukhobors to come out. They won't come.

It seems to me that white labor has the game absolutely in its own hands. If it wants the domestic servants' work, every one will be glad to see it, take it; if white labor does not want the domestic servants' work, it should honestly say so, and let capital make the best terms possible for that particular class of labor with the Chinese or any one else who will do it—but in the interests of every one in British Columbia, the present state of affairs should not be allowed to continue, by which the few Chinese now in the country alone profit, and from which the men who have brought the money which the country wants, into the country, alone suffer.

CLIVE-PHILLIPPS-WOLLEY.

Pier Island, July 2nd.

A PRETTY LONG NAP.

A curious instance of continued slumber occurred to the thirteen-year-old daughter of a woodman named Kramer, living at Heilfaweiler, near Saarbruck. The sleep, or trance, commenced about two years ago, and for a year the child remained in the house of her parents, afterward being removed to an asylum at Merzig, where the curious nature of the case brought her under the notice of numerous medical authorities. It seems that the mouth of the patient was so tightly closed that no ordinary force could open it, and sustenance had to be injected through the nose. Two months ago the girl awakened from her long-continued slumber. Memory, however, was still wanting, and it was also necessary to excise the gums, which had grown over the tightly clenched teeth. This operation was performed, and the girl has now been discharged as cured.—The Trier (Treves) Zeitung.

The Suez Canal, the greatest work of marine engineering, is 88 miles long, and reduces the distance from Europe to India from 11,379 miles to 7,628 miles.

In Bohemia there are 160 societies and clubs which have for their object the advancement of the cause of women.