

STEWART RIVER GOLD.

Wisdom of Preventing the Recently Proposed Monopoly Now Being Made Plain.

Further News of Victorians on the Gold Route—Departure of the "Kingston."

The reported rich strikes on or near the headwaters of the Stewart river were eagerly discussed by everybody yesterday, and while some, owing to the indefiniteness of the information, are inclined to question its reliability, these self-same doubters are the first to endorse its probability. The Stewart has always been known as a waterway rich in alluvial deposits, and old miners who have followed the news of gold from an Alaskan or Cassiar stream to the next, are unanimously agreed that were it not for the difficulty experienced in the past in getting in supplies, the Stewart would offer prospectors a far more tempting field than the Yukon proper or any of its more southerly tributaries.

Mr. Sullivan, the miner-trader, who was one of the last men out from the river this summer, is inclined to believe that the great find referred to in Forester's letter is not on a tributary of the Stewart, but on the Stewart itself forty miles this side of Dawson, or where the Stewart unites with the Yukon.

It was at this point, he says, that Hugh Day, the last man to come from the good ground discovered on his last trip out, was running high even then, and the prospects were rosy.

The Stewart, too, is very highly spoken of in Mr. Ogilvie's recent report as a gold bearer, and it will be remembered that it was this river—and in the identical territory described as the scene of this latest great strike—on which the government of the Dominion a few months ago proposed to lease a monopoly of mining privileges. The proposal is said to have originated with a number of retiring officers of the mounted police who during their two years of service in the North had not been closing their eyes to the tip that meant future fortune. The neat little scheme to gain for a private company exclusive rights was received with strong protest, however, and consequently fell through.

Very little information from Skagway came to hand yesterday that can be described as news. Mr. E. E. Billingshurst has word that the Klondyke railway project has met with an unanticipated setback. The surveyor now in the field reports that work is just now at a standstill owing to his assistants having deserted him. They were at the time exploring for the best route from Skagway to Teelin lake or beyond this to the Hootaling river. Eager prospectors in the same territory offered the surveyor \$10 a day to act as their packers, however, and they could not resist the temptation.

In another letter from Charles Phillips to his brother Philip the news is given that the party on the 9th of this month had reached the summit all safe, while Joe Levy's party had also advanced to the same point. L. McArthur, of the Carmody-Richardson party, writes that "the trail over the White Pass is now in fair condition, plenty of timber can be had at the lake to whipsaw for boats, and at the White Horse rapids experienced men are available to run the boats through partly loaded—so that there appears to be no serious difficulty in reaching the gold fields."

The Behnen party has now advanced beyond the mountain, and is over the most difficult part of the journey, the part in which the fording of rapid rivers has to be done. According to a letter from M. J. Conlin, a second tragedy at Dyea, Dr. Wright, Dr. Fowler and Tom Wall lost their lives, was averted through the courageous action of George Gilbert of this city, who at considerable personal risk, landed on a man who, with his pack on his back, had fallen from a log into the boiling stream. J. P. Byrnes has been duly installed as cook for the Behnen party, and makes a good one, while Hugh Pettier has established a record for himself as the best packer on the road.

Still another letter, this one from W. Rendell, relates that, several of the Behnen party's horses, with their packs, have been lost, carried away by the swift current in the rivers. In the same letter it is said that, at Harnap, this city, lost half of his provisions in crossing one of these numerous and dangerous fords.

There was much interest expressed about town yesterday in connection with the report that Hon. Clifford Sifton, the minister of the interior, is coming to the Coast with Major Walsh, the newly-appointed administrator of the Yukon district, and that the minister had been so much impressed by the protests with regard to the royalty and reservation clauses in his mining regulations, that he has decided to hear the complaints of the British Columbians and then go in person to the Klondyke in order to acquaint himself with the exact condition of affairs.

Captain Gaudin, resident agent of the department of marine, has received no official intimation as to the government's intentions, other than contained in a dispatch asking him to have the Quadra ready to proceed to Dyea by September 20, if necessary, the party planning to take advantage of the snow and frozen rivers to go in by dog train. Should Mr. Sifton come to the Coast as proposed, residents of practical experience in mining will have pleasure in pointing out to him just where the mining regulations complained of are unjust and unworkable.

THE KINGSTON SAILS.

The familiar roar of the steamer Kingston's whistle was heard yesterday morning as she reached port from the Sound with a big load of gold seekers bound for the mines of the Klondyke. She has aboard 250 passengers, 500 tons of freight and fully 500 tons of freight in the way of supplies for the miners and forage for their pack animals.

At Victoria there were ten more passengers to take on. They were: T. S. Williams, Jr., a well-to-do San Francisco

tailor, who is going as far as Dyea to see a couple of men he has grubbed out of place on their travels across the trail; George Smith, Albert McLeod, William Ballantine, J. M. Ballantine, J. O. Ballantine, R. A. Ballantine, J. O. Ballantine, J. L. Carden and J. Ritchey. Most of the men leaving Victoria fitted up here though one or two are trusting to luck to buy their outfit from discouraged wanderers who are now homelick at Dyea and want to go home without undertaking the hardships of a tramp over the passes.

The accommodation for the horses on the Kingston is particularly good as they were all placed comfortably on the main deck where there is plenty of ventilation. Captain Carter goes up in command, with Captain Roberts as pilot this trip, and G. F. Thorndyke, agent of the Puget Sound & Alaska S.S. Co., makes this one trip as purser.

As usual there was a great crowd at the wharf to see the fortune-hunters start on their voyage North, and there was great bustle and hurry to get everything aboard as rapidly as possible. Making all speed possible, however, it was not till 2.15 that the Kingston tooted her horn and pulled away from the wharf. She calls at St. Mary's island, Juncos, Dyea and Skagway, and Agent Norman Hardie, of Dodwell, Carrill & Co., expects her back again in a week. They dispatch the City of Seattle in ten days, as it is expected she will be ready for the Dyea route by then, and the Kingston will resume the service between Victoria and the Sound.

To-night the Danube sails again for Dyea, carrying a mail to be taken through by the Mounted Police, and a cargo of provisions for the Klondyke. The exact number of passengers she will take is a little uncertain as yet, but there are not likely to be so many as half a dozen Victorians. As many horses as the ship has accommodation for will be shipped, and they will be of a longer class than those of the previous North. The handsome price commanded by a few heavy animals sent from here, and the reports which have been received concerning the usefulness of large horses have tended to make buyers less anxious to purchase light weights, which are becoming scarce locally. The Danube will make no time on her present trip, but will make all possible speed in order to reach St. Michael's as soon as possible with the material for the Klondyke. The new vessel to be built for the C. P. N. Company service on the Yukon. This material she will load immediately on her return from her present trip.

THE "EUGENE" LEAVES PORTLAND.

The steamer Eugene which is to ascend the Yukon river this year for F. C. Davidge & Co., left Portland for Fort Angeles yesterday where she is to remain until the Bristol is ready to depart again on the 24th inst. Referring to the Eugene's last voyage to the Klondyke, the steamer has clearly been remodeled less with an eye to beauty than to seaworthiness. A powerful bulwark has been put on either bow, and her sides have been reinforced so they extend to the roof of the cabin nearly its entire length. Powerful fore and aft braces have been put in place, the steering gear has been taken down from the pilot-house and set up on the deck below, and the propelling wheel has been greatly strengthened. Altogether, the new vessel is a far different thing from the old one, and will be a most reliable one.

Sergeant Raven, of the mounted police, is in Victoria now setting up a little business in connection with the last detachment of the police who fitted out here for the Klondyke. He sails by the Danube to-day, and at Vancouver six more of the force join the steamer. Inspector Strickland, now in Vancouver, goes north with this party.

THE CITY

The Ashcroft Water Company has secured a license from the government to supply the town of Ashcroft with water.

A. S. Black has been named as returning officer for the first election to fill the offices of mayor and councillors of the city of Greenwood, in the place of Robert Wood who is unable to do so.

The New Westminster Gas Company is to be officially "wound up" in accordance with the provisions of this class of legislation, and application will at once be made to the courts for the appointment of a receiver.

The schedule of fees payable under the water clauses consolidation act of last session is published in the Gazette of yesterday, and by an order-in-council Mr. W. S. Gore, the deputy commissioner of lands and works, is made the water commissioner under the same legislation.

Among the most recently incorporated joint stock companies are the following, notice of the registration of which appears in the Gazette of yesterday: The Vancouver & Victoria Coal & Lumber Co., capitalized at \$150,000 in \$1 shares; the Fairview Consolidated Gold Mining & Milling Co., of Fairview, with stock of \$175,000; and the Western Canadian Gold & Lumber Co., \$25,000 capital, and head offices in Nelson.

A little six-year-old traveller, Herbert Maxwell, is expected here from Chicago, "on consignment," in the course of the next few days, to be forwarded by the Bristol to England. His father, who is in business in Dawson City, Mr. Maxwell has been three years in the Yukon country, and his wife dying at the family home in Chicago a few months ago, the motherless child is to be sent to his surviving parent. The latter will receive from the boy his first news of his wife's death.

The big steel caisson for the Brothie reef light foundation was successfully carried from the outer wharf and placed in position yesterday forenoon by the Whitlaw. The big mass of metal weighs 17½ tons, and Captain Gaudin, agent of marine, was present to see the operation, stating that it is in a most favorable position right over a small point of rock that rises from the reef. The divers are now at work making the foundation level so that the concrete can be poured into the caisson. This concrete will weigh 800 tons, and it is expected that the work will be finished in about three weeks.

Mr. W. H. Coates' residence, on Okeana street, was on Wednesday night, the scene of a wedding, at which Rev. P. C. L. Harris officiated, and in which the principals were Mr. H. I. Davis and Miss Annie Fisher, of Vancouver. The bride wore a handsome costume of lawn poplin, and was attended by Miss Kate McDonald and Miss Myrtle Coates, very prettily attired in pink and white. Mr. W. L. Coates filled the responsible office of groomsmen. Among the many wedding presents was an ornate clock, accompanied by an appropriate address, from Miss Rebekah De-dress lodge, of Vancouver, of which the bride for some time past has been an active and valued member.

Lady Missionaries. WINTREB, Aug. 17.—Mrs. Ada Sifton, cousin of Hon. Clifford Sifton, and Edith Washington, both from Ontario, are here en route to Japan, where they engage in Methodist mission work.

DANUBE SAILS TO-DAY.

The Steamer's Load is Nearly All Coming From the American Side.

Steamer "Eugene" Sails for Port Angeles to There Await the "Bristol's" Sailing.

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champion Rugby team of Canada, and has held that coveted place several years. Father Guillet is acting as the Archbishop's secretary on the present trip. The party remain in town to-day and leave to-morrow morning for Westminster where the consecration ceremonies take place on Sunday. The Archbishop and others with him are delighted with their trip to the Coast. On their way back they will stop off at Qu'Appelle for a short time and visit the mission before returning to Winnipeg.

SPORTS AND PASTIMES.

The junior lawn tennis tourney continued all yesterday, several close and exciting games being witnessed by the spectators. Following are the results of yesterday's matches:

SINGLES.
R. Hayward, owe 4.6 of 15, beat P. Keefer, 15, 6-4, 6-2.
F. T. Cornwall, scratch, beat B. Prior, 15, 6-3, 6-2.
C. Gamble, owe 15