CLOSE ON A MILLION.

Steamer Danube Back From St. Michael With Many Men and Much Gold.

Rough Weather Encountered on Both the Upward and Downward Trip.

Of the late boats to arrive from St. Michael, the steamer Danube, briefly referred to yesterday morning, was the richest, she having on board more men who have made money in Canada's big mining district, then any of the other recent arrivals. Of course these men did not bring all they made out with them, for, like all who have made a big stake, they still have confidence in the country and have re-invested their earnings.

Purser Bishop estimates that there was $850,000 in dust and drafts among the 180 men on board. Most of this was held by a few, but the others had sums ranging from a few hundred to ten thousand dollars. Major Morgan, for example, who cleared up $200,000 last winter, is said to have brought out $50,000; Mr. F. L. Kilpatrick, a partner of Jos. Ladue, brought down a large sum, as did also Mr. William Bateman, of the Oak Lake company, who last February took in several barge loads of provisions and liquors, besides having a lot shipped in by the way of St. Michael. The other members of the company are coming out by the up-river route. Mr. John G. Cameron, formerly of the Colonist hotel, and Mr. Frank, formerly foreman of the Victoria rice mills, both of whom took in cattle, came down and are well satisfied with their experiences. They will return almost immediately to work claims that they have acquired. Another Victorian, who has nothing to complain of is Mr. Robert Sinclair, of James Bay, who drove a handsome cab before he caught the gold fever. He was one of the fortunate late arrivals who secured a claim on French hill, a half interest in which he sold for $40,000. Mr. Hannah, another Victorian, has put down in the list of "done wells."

Perhaps, however, there was not a man on the boat who could better afford to be pleased than Capt. John Irving, manager of the Canadian Pacific Navigation company. In the first place he established himself as one of the most popular and competent navigators on the river and secondly he had the best boat on the Yukon, the latter fact of course having to be credited to Mr. Alexander Watson, the designer of the Yukoner, under whose direction she was built, and the engineer and ship carpenters, who did the work. As mentioned yesterday, she made the fastest trip on record from St. Michael to Dawson and return, covering the distance in thirty days, including a stop of nine days at Dawson. Captain Irving was unable to secure pilots on the down trip and although he had been on the river but once, he made the trip through the flats from Circle City to Fort Yukon, without once touching the bars, despite the fact that he went to the assistance of the boats that were stuck. The Yukoner was crowded with 275 passengers from Dawson. On top of all this success he sold the Yukoner just before leaving St. Michael to Pat Galvin, the Klondike millionaire. The price was between forty and fifty thousand dollars, which is considered big. Galvin, however, had to have the Yukoner, as he had a lot of goods at St. Michael and she was the only available boat that stood any chance of reaching Dawson—and the chances are none too good even with her. The water was very low in the river when the Yukoner came down and Captain Irving says not half of the 76 river boats, which he passed will reach. Dawson. Some of them were already on sand bars with prospects of spending the long winter there. The Governor Pingree and the Lowe, the American steamers which have on board the winter's supplies for the Canadian forces, were met 500 miles above St. Michael late in August. Both were stranded and to make matters worse, the Lowe had a broken wheel.

The Danube encountered very rough weather on the up trip, occupying three days in making the run to the North end of the Island. The wind blew with hurricane force. On the down trip she also had very bad weather, getting a touch of the storm which H. M. S. Amphion reported. There were very few people at St. Michael when she left but seven steamers were expected down, all loaded with passengers. The Brixham, Connemaugh and Portland were waiting for them, and the Roanoke was also expected from the South. The Bertha left Dutch Harbor a few hours ahead of the Danube for San Francisco with a full load of passengers and the steam schooner Fulton left two days before her.

At Dutch Harbor the officers of the Danube heard of the seizure of the sealing schooner Otto and it was reported that the San Diego had also been seized but this could not be confirmed. As the two schooners belong to the same concern, the Victoria Sealing company, the report probably arose through confusion.

THE WINTER'S WORK.

Operations In the Klondike for Another Season—Miners Perfect Organization.

Dawson City papers of September 7 announce that the season's work has already commenced on various creeks, and burning and sinking to the bedrock will now engage the attention of the workers for the cold months. Enough laborers are now available for the development of every one of the many streams and gulches prospected during the past summer, and a doubled or trebled output next year is consequently looked for—if the new commissioner redeems the faith expressed in him, and secures rational modification of the governing regulations. The miners have perfected a strong organization, and will take an early opportunity of explaining their grievances, intentions and wishes to Mr. Ogilvie.

IS WELL SATISFIED.

Mr. William Bateman Speaks of the Klondike Gold Fields.

One of the largest outfits and stocks purchased in Victoria last winter by men bound for the Yukon valley was that taken by the Oak Lake Trading company, composed of a number of Manitobans, the leading spirit in the concern being Mr. William Bateman. Mr. Bateman returned yesterday on the Danube, having waited at Dawson for the Yukoner, desiring to return with Captain Irving, with whom he went North on the Islander in February last. From all accounts the company have done very well. They took in a large stock of groceries, cigars and liquors and being one of the first to reach Dawson, secured good prices for their goods. They invested money in the country and will return to look after their interests. Mr. Bateman has a very high opinion of the Yukon valley. Of course, he says, many soreheads are coming out and damning the country, but you meet that class everywhere. The country is very rich and new discoveries are being made all the time. There is a big supply of provisions in Dawson, Mr. Bateman says, and even if the 76 steamers passed by the Yukoner do not make the trip, there will be more than sufficient for the winter. Early in the spring everything brought big prices, but now affairs are settling down to a normal basis.

Mr. Bateman declined to discuss the charges against the Yukon officials, beyond saying that up to the time he left no definite charge had been made against Mr. Fawcett, the gold commissioner. The royalty, however, he says, will have to be removed and in fact he was rather surprised to hear that Commissioner Ogilvie had not been instructed to remove it. Mr. Bateman, who is a Liberal and one of the chief supporters of Hon. Mr. Sifton in Manitoba, expressed himself as rather dissatisfied at the action of the government in insisting upon the collection of the 10 per cent. royalty.

DAWSON OFFICIALDOM.

Mr. Sinclair of This City Tells of the Difficulty of Recording Claims.

Story of the Luck of a Young German—John Speed's Investments.

The difficulty of getting claims officially recorded at Dawson has brought R. Sinclair, of James Bay home from the Yukon country, where he has been mining with considerable success for the last sixteen months. He was among those to arrive by the Danube yesterday morning, and the same reason that he gives for his return probably explains also the home-coming of Robert Hannah, of North Wellington, the owner of several good claims on Skookum Gulch. Both spent several days at Dawson, endeavoring to get record of their claims, but were unable to get into the office, and had finally to abandon the effort. The officials, to quote Mr. Sinclair, have no more idea of business than a Chinese laborer, and treated both—Mr. Hannah more especially—with the utmost contempt and unfairness. It cost $12 a day while waiting for justice, and failing to get satisfaction after a dreary attempt, Mr. Hannah returned to Skookum where he worked out a claim he had been unable to record, finding that after all it was practically worthless. Then he went up into the benches above the creeks, and with Mr. Sinclair staked a double claim which they started to work in March and afterwards succeeded in obtaining record of. Hannah working alone sank to a depth of fifty-five feet without getting bedrock; he then took a young Englishman into partnership and the two working together took it down an additional seven feet, the dirt at this depth yielding as high as $6 to the pan. It was too late in the season, however, to more than prospect the claim, and a part interest was subsequently disposed of for $3,000.

A remarkable story of luck is told by Mr. Sinclair concerning a young German named "Billy" Detericht, who located on one of the richest claims on Skookum and sold it for the very modest sum of $3,000. The claim was sold again soon afterwards for $15,000 and "Billy" was given the "laugh." He was, however, hard run for provisions, but not discouraged. Settling again on a claim on French Gulch in a few months ago, after paying royalties and all other expenses divided $40,000 with a partner. Mr. Sinclair had a claim on Skookum creek, two claims from discovery, and secured dirt paying $1 to the pan. John Speed, of Victoria, staked a claim adjoining his which he sold lately for $500. This was the second claim Mr. Speed had sold during the year, the first on Hunker having brought him $1,200.

"The Yukon is a good country," said Mr. Sinclair, "but there are two great detriments to the prosperity of the place. One is that there is no open or closed season for miners in British Columbia to give a development work for three months of the year has to be done. In the Yukon, however, the claim is what is called herder, that is, no more than a pretence is made at putting in this three months' work on the claims. The other detriment is that of the recording of claims."

FASTEST ON RECORD.

Yukoner Makes Round Trip From St. Michael to Dawson in Thirty Days.

The steamer Samoa which arrived at Seattle on Friday evening reported that the steamer Danube had arrived at St. Michael and was scheduled to sail for Victoria on September 13, with a large number of passengers, the Yukoner, the C. P. N. company's river steamer having brought 275 down the river. The Yukoner is said to have made the fastest round trip from St. Michael to Dawson in the history of that traffic. She made the journey in thirty days, taking fourteen days to go to Dawson, seven days returning and including nine days lying at the Klondike metropolis. Capt. Irving took her up the canal, where she will spend the winter.

There were 200 people at St. Michael when the Samoa left and 2,000 more are expected to come down the river.

CARE OF THE HAIR.

If the hair is unnaturally dry, alcoholic washes must never be used. But if there is an oversupply of natural oils a tonic of fifteen grains of quinine dissolved in one-half pint of alcohol will be found of astounding benefit.

In Spain there is an old recipe called Portugal extract, which makes the hair fine and luxuriant, and which could be used nicely in place of the quinine tonic just mentioned. It is said that this extract keeps the hair in a state of moisture most excellent for its growth. This is the formula: Equal parts of essential oil of oranges and of alcohol.

Just a few drops of this is put in a small basin of water in which you dip the comb. As most of us revel in curls or wavy pompadours the extract could be used only at night and after the brushing. Clipping the hair every two weeks will keep it even, and will snip away the split ends.

Should the hair be inclined to fall out, it shows most invariably that the physical condition is not of the best. Pure olive oil rubbed directly on the scalp after a shampoo gives nourishment to the roots, and will oft-times put new life in them. This tonic, too, will make the hair grow: Oil of sweet almonds, 60 grammes; essence of rosemary, 60 grammes; oil of mace, 2 grammes.

Anoint the scalp with this every night and wash the hair weekly.

A good cleaning lotion that will do away with dandruff—that horror of womankind—is made after this formula: Yolk of one egg, one pint distilled water, one ounce rosemary spirits; beat up and use warm.—London Daily Mail.

THE TRAIL TO TESLIN.

The Enterprise of the Provincial Government Is Very Much Appreciated.

Mackenzie & Mann Making Good Progress—Reports of Many Travellers.

Teslin Lake Trail, 23 miles from Teslin City, August 18, 1898.—Many of your readers doubtless are interested in the work being done by the British Columbia government, of which I can write, as I have had the opportunity of starting from Telegraph Creek on the 10th ult. with the gangs provided by Mr. Jas. Porter, the gold commissioner, on his return from his tour of inspection of the Teslin trail and after having duly and with great care and judgment formulated his plans for a partially new trail skirting the side of Spruce mountain and thus reducing the distance some eight miles and avoiding the swamps and mires of the lower land which has been tedious and harassing to man and beast. There is no question that the new route has already proved a great success, and although the trail now cut was only connected with the old trail last Sunday, the 14th ult., it has already been traversed by many pack trains and no less than seven hundred head of horses and mules have crossed the short cut without a single accident. It reflects great credit on Mr. James Porter, who added to has many years' experience in this district, has been untiring in his efforts to bring it to a successful issue and has been ably carried out by his foreman, Mr. Thomas Storey, the contractor of the Tahltan and Nikilin bridges lately built and which I will fully describe further in my letter. The party sent to augment the gang previously engaged by Mr. Porter and now working under the foremanship of Mr. Sexsmith, consisted of 75 men with 45 pack mules conveying tents, tools and provisions, the pack train being supplied by Mr. Warburton Pike, of your city, and the whole under the direction of Mr. Thomas Storey.

We started from Pike's camp early on Monday, 11th ult., and the remainder of the Yukon force under the command of Major Young left at the same time, causing a most animated and picturesque scene on this section of the Teslin trail. Mr. Porter and Mr. Pike were present to see the start was satisfactory; the packers, under the experienced Moses Dunn, were busily engaged packing and subduing a few wild mules which were amongst the pack train. Everybody and everything seemed bound for one destination, Teslin City, and the whole made up a very interesting and military picture. Our men with pack on their backs went in advance of the mules and waited on the other side of the summit for them, encamping there that night and starting out again early next morning. We experienced much wet weather, rain falling every day at intervals the whole journey of seventeen days. We were detained three days at a Hudson's Bay post waiting for some of our stores to come up. We passed Mann & Mackenzie's two gangs of fifty men each under the foremanship of Mr. Robinson, who had done excellent work; so far the trail being so greatly improved by them that Mr. Rose, late clerk to Simon Leiser & Co., and who had travelled twice before to Teslin last June, told me he could hardly believe it was the same trail, it was so improved in such a short time. He is with his brother on his way to Dawson to embark in trading and considers the Teslin trail a mere walk over now. He was packing goods by the train of the French count E. de Rontray. On the 20th ult. we dropped the first gang under the foremanship of Mr. Craig five miles north of the Dooty Done where our blankets got wet owing to the mule pack falling in that river, and we had much discomfort through sleeping in wet beds. About seven miles further we came to Mr. Sexsmith's gang of 22 men and a few more men were added from our company, and five miles north of Nikilin river Mr. Storey left Mr. Gutman's party of 22 men. We found the soldiers were encamped at the Little Tahltan, where they remained for some time, and on reaching the Big Tahltan we crossed the substantial bridge now erected and which was reported in the Colonist some months ago to be built, as well as the Nikilin bridge. These are now accomplished facts, and are most desirable additions to the Teslin trail, and the increasing traffic. Formerly the only way to cross the Nikilin was by means of an aerial rope cable from which was suspended a basket or car in which passengers were drawn to and fro over the river, and pack animals had to ford at a considerable distance above this spot. The enterprising proprietor of the aerial cable car made a nice round sum daily by charging a toll of a dollar for each passenger, or one hundred pounds of freight. Surely this alone must be a great boon and saving of time and money to travellers. The Tahltan bridge is about twenty miles from Telegraph Creek, and consists of two spans over the main stream with an approach 115 feet. The next large river is the Nikilin, 100 miles from Telegraph Creek. This is larger than the former river, being 200 feet across, and the handsome bridge of six spans rests on cribs well filled with rock. Both are wagon bridges, and are capable of carrying at least six or seven tons.

On the 27th ult. Mr. Storey's party reached the point to strike off the old trail—or junction with the new. It is situated about two miles from Moore lake. There we were fortunate to get an Indian to hunt caribou and moose and were supplied with both by him and which were excelent eating and heartily appreciated. The only other fresh meat was two porcupines which made a great change after so much bacon, although we were favored by having an excellent chef, Luke Fox.

It was some gratification to us to have been able to get the new trail so far completed and connected with the old trail near Teslin, by the 14th instant, and just in time to admit Major Young with the vanguard of the Yukon force to be the first to jump the trail, followed very closely by many others—Hudson's Bay Co., Durrant, Pyke's, Clearihue, Murphy—besides many private trains. On the 5th instant the British Columbia government instructed their agent, Mr. James Perter, to hand over the new trail for completion to Messrs. Mackenzie & Mann, and he, without a moment's loss of time, started from Telegraph creek, accompanied by Mr. Robinson, of Messrs. McKenzie & Mann, and also Constable Grieves, of the provincial police, on his way to Teslin with the ballot boxes for the ensuing Cassiar election. I met them on the new trail at 6 o'clock on the morning of the 13th instant, within three miles of Major Young's camp, where I directed them to go, and they were his guests at breakfast. The work done since Mr. Porter's visit gave him great satisfaction, and the stores, etc., of the British Columbia government were duly taken over by Mr. Robinson, on behalf of Messrs. Mackenzie & Mann, the employees being transferred, and no objections having been raised by them.

I regret to say there are many forest fires raging along the trail, and much grass has been destroyed, also much of the extensive corduroying has to be gone over again. Within seven miles from where I am writing this, there are three long pieces of corduroying burnt, and all these fires have been caused by campers not extinguishing their fires before leaving, the moss being so dry on the surface that it smoulders like tinder and spreads considerably, and an enormous quantity of grass has been destroyed, so that with the great number of animals requiring feed, hay will soon be very scarce.

August 23.—Major Bliss, the transportation officer of the Yukon force, and Quartermaster Sergt. Harris came through with the remainder of the transports on the 16th. Captains Bennett and Shacker followed Major Yeung with a detachment, and on the 18th Captain Gardner, Lieut. Louis le Duc, special correspondent of La Patrie, of Montreal, and Dr. Foster, the regiment's surgeon, also Miss Fenton, special correspondent of the Toronto Globe, with the Yukon force, and two nurses, the Misses Hannah and Paisley, on horseback. They all expressed their hearty approval of the benefits derived from the new trail. Amongst those teams that have gone through and are now returning from Teslin, and pleased with the recent improvements, are the following: Mr. Durrant, who has 150 pack mules on the trail; Mr. Murphy, head packer of the Hudson's Bay Co.; Mr. Clearihue, Victoria; Count de Rontaye; Captain Henry Yorke, of Greenock, Eng., who was in Victoria recently with a petition from Glenora and Telegraph creek to the British Columbia government, praying for a road to be built forthwith. He says he is well satisfied with the trail. He has been into Teslin with six horses and four oxen, and came out yesterday to relay; also the following gentlemen are anxious that I should mention their names, and unanimously agree that the new trail now being cut through, and to-day within ten miles of Teslin, saves at least 12 miles: Mr. Dearden, Richmond, Surrey, Eng.; Mr. Wilcock, Halifax, Eng.; Dr. Wells, Mr. McCrimmon, Ottawa; Ben. Hastings, Liverpool, Eng.; Dr. O'Donnell, London, Eng.; W. J. Stoddart, Victoria, son of Mr. Stoddart, of Yates street, Victoria; Fraser, Hawksbury, near Ottawa; Lane, Manitoba, Severn's pack train; Canadian Development Co., and a British Columbia government train and stores. All desire to testify as to the excellent trail now provided. One packer informed me he made this journey in 10 days, and the last he was 28 days from Telegraph to Teslin. Constable Grieves, who brought the ballot-boxes and accompanied Mr. James Porter here, informed me he felt confident he could make the trail between Teslin and Telegraph creek inside of four days. Of course, this does not imply that Mr. Grieves is a pedestrian, but, on the other hand, he is well-mounted on a high-stepping government quadruped. I regret to say I missed Constable Grieves, who returned from Teslin yesterday with the votes, owing to my leaving the trail to investigate a large fire raging adjacent, and which, I fear, will spread and cause more loss of grass. It seems that all the fires have originated where campers have built their fires and not troubled to extinguish them before leaving. It is becoming very serious. Many places on the trail are now entirely destitute of vegetation—nothing but forests of blackened poles to indicate where a few days ago flowers and shrubs, with fine spruce, etc., were luxuriant.

LOUIS WATSON.

INVESTIGATION AT LAST

Chief Government Organ Admits That Yukon Scandals Cannot Be Pooh-Poohed.

Not Sole Concern of Mr. Sifton or Colleagues, But Involves Honor of Dominion.

Necessary to Show World That Canada Is Honest as Well as Enterprising.

(Special to The Colonist.)

Toronto, Sept. 27.—The Globe on the Yukon administration says: "The most familiar charge, that of favoritism in registration, implies an entire disregard for the regulations in force.

"A charge made in the Kingston Whig by Rev. D. Gardiner is to the effect that when application for registration is made officials send out Mounted Police to ascertain if the claim is rich, in the meantime denying registration on some pretext. If found valuable prior registration is granted, some favorite official sharing in the proceeds of the fraud.

"The charge of collecting fees for prompt delivery of letters is a serious one, although the amounts involved may be infinitely less than for recording claims.

"Justice to the officials demands that the matter be thoroughly investigated. It is not the sole concern of Hon. Mr. Sifton, nor of the Ottawa ministry; it involves the honor of the Dominion. The eyes of the world are on Canada, and it is necessary to show the world that Canada is honest as well as enterprising.

"Let every one who feels aggrieved or wronged be given to understand that complaints will be thoroughly investigated and every doubt and suspicion regarding the Yukon administration will be cleared away."

A mirror could not lie if it wanted to. The glass has nothing to gain by flattery. If the rose of health and plumpness of beauty are leaving your face, your mirror will tell you so. Health is the greatest beautifier in the world. When a woman sees the indications of ill-health in the face, she may with almost absolute certainty look for the cause in one or both of two conditions—constipation and derangement of the organs distinctly feminine. Dr. Price's Favorite Prescription will cure permanently and positively any so-called "female complaint." Dr. Price's Pleasant Pellets will cure constipation. There is no reason in the world why a woman should not be perfectly healthy. She will gain in health, strength and flesh. Hollows and angles will give place to fullness and grace. She will be the noblest and most beautiful of all creation—perfect woman.

Send 31 cents in one-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 100 page "Common Sense Medical Adviser," profusely illustrated.

AND ANOTHER MILLION.

Steamer Alpha Arrived Last Evening With a Big Addition to the Gold Output.

Several Large Catches Made by Victoria Sealing Schooners in Behring Sea.

A second treasure ship to reach Victoria from St. Michael yesterday was the steamer Alpha, whose passengers, one hundred odd, represented upwards of a million dollars. That amount did not of course come down on the steamer, but a large per centage of it did, and what did not was to be found in checks, the principal holders of which are mentioned elsewhere. A great number of the pasengers were still clad in their furs, and in this way testified to the facts that almost every twenty-four hours marks a drop in the temperature at St. Michael. The steamer left there just fifty hours after the Danube, at midnight on September 15, and made a smart run to port, the sea being found as calm as a mill pond but the ocean stormy and rough. A call was made at Ounalaska on the 19th inst., and while here the pilot, Captain Clarence N. Cox, one of Victoria's best known sealing men acquainted himself as best he could during the three or four hours' stay in port, with the movements of the sealers. The Zillah May with 864 skins, the Walter L. Rich with 406 skins, the Beatrice with 254 skins, and the Ida Etta with 420 skins were in port; the Teresa was reported with 319, the Ocean Rover with 340, the Victoria which the Alpha, it was thought, had passed, leaving port, while the former was making for there. 1400; the Mermaid with 1,250 and the Dora Siewerd with 600. The Ainoka was seen to the northeast of the islands where Capt. Cox says he never remembered of having seen seal. He himself saw big herds this year in places where they have never heretofore been looked for. On the homeward voyage he saw several of the sealing fleet apparently making for their home haven but was not close enough to speak them.

When going North through Unimak pass the old volcano, which for a score of years past has been regarded as practically extinct, was noticed to be in active eruption again, vomiting great clouds of smoke and steam, and sending a stream of lava down to the sea.

Enough Japanese were on the return, a school of whales was run into and as the ship had more steam on than the leviathans of the deep, one of them came to grief, being struck full amidships, and practically cut in two. The steamer trembled with the shock but suffered no injury—the whale was much less fortunate.

The entire trip just completed by the Alpha was singularly fortunate and successful. On the trip the stern-wheeler Victorian was towed from Wrangel without so much as the slipping of a chain, while on both upward and downward voyages the great courtesy of Captain Hall and his officers, and their readiness to do everything possible that would in the smallest degree contribute to the comfort or pleasure of the ship's guests left—as it could scarcely help—the most favorable impression upon them all. This opinion is unanimous among the just-arrived passengers, who were as follows: Mrs. C. C. LaVassa, J. T. Long, Mrs. Coffman, Mrs. Bulbish, F. A. Keen, Mr. Carson, Mr. Jamieson, Mr. Wolf, H. G. Thomas, G. W. Slick, O. Malby, J. D. McCarthy, W. H. Stokes, Mr. Burton, Mr. Hardman, A. J. Stileman, John Derenia, P. R. Kemble, T. Schmelzel, J. C. Brown, J. J. Jenkins, C. H. Jones and wife, A. Mallett, C. J. Ruth, M. G. Butler, W. Robinson, Senator Rice, A. T. Ellis, Mr. Ashby and wife, T. J. Fox, Mr. Villa, G. B. Murrell, R. Harrison, W. Krusk, M. Watson, J.-. Girken, A. Banugmas' ced, R. D. Fletcher, J. Bemie, J. J. Gammet, A. Jamieson, J. McLean, A. Morley, W. G. Elliott, C. Wilson, C. Lamberg, R. Hill, J. Doyle, O. Purdy, B. Roberts, W. B. Smith, A. Braser, C. Betts, H. Simon, F. R. Smith, W. J. Graham, J. Cortille, J. Bell, G. G. Brigham, W. H. Ellenwood, J. E. Carey, W. Rich, G. G. Achturm and party, J. J. Johnson, W. McLean and J. N. Williams.

Just previous to the departure from St. Michael of the Alpha, five steamers arrived from Dawson and up-river points. They were the Gustin, Herman, Rideout, Hannah and Louise, the Louise being in tow of the Hannah. Each had from 75 to 100 passengers, who secured accommodation for the voyage south on the Alpha and Brixham, the latter being scheduled to leave St. Michael the day following the Alpha, having to wait for the arrival of the Bear with coal. Those who came down on the last boats reported that there had been quite a rise in the river, and the up-bound fleet was making good progress. It is expected that at least half a dozen more boats will reach St. Michael from Dawson before the river closes. The Governor Pingree and David B. Lowe, with supplies for the Canadian forces, were both lying at Rampart City.

Among the passengers on the Alpha was the owner of one of the richest claims in the Klondike, O. A. Ashley, of No. 17, Eldorado. Mr. Ashley brought down about $10,000 in dust, which, however, represents a very small portion of his clean-up, the balance being in drafts.

J. Schmelzel, owner of 45 Eldorado, was another passenger who brought a considerable amount out with him.

Paul Kimball, who sold a claim on Hunker creek for $25,000, brought that amount down with him. Claims on this creek are now bringing good prices.

Other large holders of dust and drafts were: Kelly, known as the "Duke of Moosehide," he having interests on the creek of that name; two Italians, who made small fortunes in speculation, and Jack O'Malley and Messrs. F. A. Keene and B. A. Berton.

At the Queen's hotel upwards of 50 men registered last evening. Most of them were men who have been working for wages, and brought out small sacks. A great many have secured claims, and will return to work them.

The international cricket match begun on Friday last between the Philadelphia team of 19 Colts and Capt. Warner's English eleven, ended in a draw on Monday, in consequence of a rain storm.

If you had taken two of Carter's Little Liver Pills before retiring, you would not have had that coated tongue or bad taste in the mouth this morning. Keep a vial with you for occasional use. *

PRINCIPLES OF HYGIENE.

Although a man is in many respects superior to nature, he may gradually accustom himself to almost any way of living, and it is not necessary that he should take the lower animals as an example in respect to his habits, as he is sometimes advised to do, especially as relating to diet. Evidently, however, he was originally designed to live in the open air, and he cannot yet get along well without air, pure and plentiful.

It is probable, too, that the higher the physical organization the greater the necessity and demand for atmospheric air, the oxygen of which keeps the vital machine alive and moving and thinking. As air is the first essential of life, it is the very last thing which can be dispensed with. Yet the great majority, in this climate especially, use every means at command to shut it out of their dwellings when it gets down to the more invigorating temperature of 65 degrees Fahrenheit, especially at night. Probably everybody knows, if they give it thought, that the colder the air the more oxygen it contains, bulk for bulk, and the more invigorating it is.

By the way, I was under the impression that the old-fashioned terrors inspired by "night air" had practically disappeared. But I know of two nice cottages, near together, at a fashionable health resort, in one of which the windows the tightly closed at night, even during this very warm weather, and, moreover, the mistress of it is very solicitous about the danger to the health of her next neighbor in the other cottage, from keeping her windows open at night.

Is there no one to tell her that every breath she and her family respire, there each make about one cubic foot or more of the air in the closed room so poisonous as to be unfit to breathe again, and that in one hour the whole of the air in an ordinary sized closed-up bed room is poisoned to about that same degree—so poisoned as to be detrimental to, rather than promotive of, the health and vigor of the occupants, making for death rather than for life; to tell her that such air is much more injurious to breathe than all the night air she could possibly get into her rooms, and which is, practically, almost identical with the "day air"?

Causes of disease, it must be remembered, often act upon man very slowly, like the grind of "the mills of the gods," but they act none the less surely.

On St. James' square the other evening one man said to another whom he had just met: "Hello! Has a smell died?" He was the reply, "I thought I'd come out and get a mouthful of fresh air." A mouthful, perhaps this was an unusual thing for the man. It would be somewhat interesting to know of what sort are the mouthfuls of air he habitually breathes in the room and how often he comes out and over again he breathes the same air.

Even with best precess of ventilation, it is absolutely impossible to have the air in inhabited rooms as pure as it is outside, although it may be closely approximated to.

In cold weather the two greatest obstacles to free ventilation are: (1) the fear of draughts, and (2) the expense of warming the incoming cold air. Now, the better to avoid strong, cold draughts. But to moderate draughts one is better to gradually get accustomed, by a little extra clothing, and fearless use—occasional exposure to them. One can usually so treat a draught that it currents, but they will give no more trouble than is usually experienced in driving in a carriage against the wind. Why should they? It is the fear of them, for the most part, that produces the chilly feeling, and sometimes the little ache or pain somewhere, or the consequent neuralgic pain, persons not more accustomed to breathing already overbreathed, impure air in their dwellings than they are to draughts; hence, chiefly, the more marked effects of the latter. Hence, largely, too, the langour, want of life and headaches so common, especially in the morning.

Respecting the expense of warming air, it is better to pay for extra fuel to warm, to 60 or 65 degrees Fahr., than of the pure outdoor air, however cold it may be, than to pay even that "butcher's bill."

Most persons grudge more paying the fuel bill, or the cost of warming dwellings in the winter, talk more about it, than of the butchers' bill, or of that for luxuries or amusements. Air, being the first essential of life, should receive first and most liberal consideration in this respect.

It is understand, or can readily conceive, how large a quantity of fresh air it is necessary to let into dwellings in order to keep the air breathed within bearable, at par even a moderate degree of health, not to mention full health and vigorous life, in the inmates, or to keep the air within fairly or reasonably pure. While not less than 2,000 to 4,000 cubic feet per head per hour is recommended in some modern institutions, provision is made for the intake of five or six times this amount.

The season is approaching for closing up, keeping out of the cool, pure outer air in dwellings. Let me urge that great moderation be exercised in this respect; that openings for incessant mouthfuls of fresh air be left for all the inmates. Few can be outdoors all the time, even all day. But much of the outdoors can be brought into the dwellings by one or other of several simple processes and extra coal. In summing up future household expenses, count on, and lay in, a few tons of coal, or a ton or two may suffice for a small family. It is solely in the interests of health, not health only but health and life, and there are many such—many who do not know what good, vigorous health really is, most commonly from want of the oxygen of fresh air, and not in the interest of the coal dealers, I am writing.

Some hints on simple methods of ventilation may best be left for another article.

EDWARD PLAYTER, M.D.

THE PREFERENTIAL FAD.

It Has Excluded Canadian Grain From Desirable Market in Germany.

A Montreal despatch to the Toronto Mail and Empire says: Owing to the prohibitive duties placed by Germany upon Canadian produce as a result of the abrogation of the German and Belgian treaties, the export of grain from Canada to Germany has been practically killed. According to the official returns of the Montreal board of trade, there was shipped from this port for Antwerp and Hamburg from the beginning of navigation to the close of navigation last year (1897), 535,000 bushels of wheat, 909,000 bushels of oats, 460,000 bushels of rye, 78,000 bushels of peas, and 80,000 bushels of barley, almost entirely Canadian produce, for consumption in Germany. In addition there was over a million bushels of Canadian produce shipped from Portland to Antwerp and Hamburg during last winter. This immense movement has been completely stopped by the new German tariff, which is practically prohibitive in its nature. The import duties on Canadian grain into Germany are as follows in excess of the duties charged on American grain: Wheat, 9c. per bushel; rye, 9c.; oats, 4c.; peas, 3c.; mixed corn, 2½c.; barley, 1¼c. No Canadian grain is now being shipped to Germany, and grain exporters are complaining of the loss of this great trade.

The stoppage of the export of Canadian grain will also prove a good thing for the Americans, as the latter will no doubt supply the greater part of the grain hitherto supplied by Canada to Germany. As a matter of fact, large quantities of rye and corn are being shipped from Montreal to Germany by American shippers, who find it cheaper to ship from this port than from the United States ports.

Mr. Alex. McFee, of the firm of A. McFee & Co., one of the largest grain exporting firms in the Dominion, speaking of the matter to the Mail and Empire correspondent, said: "Our experience in the past has been that Germany has come to our rescue by taking our surplus at a time when the United Kingdom market would not buy. In that way, prices were obtained which could not otherwise have been had. The German market was a healthy competitor, and exerted a good influence in maintaining prices. Germany has been a comparatively large buyer of Canadian produce, and shipments were made not only from this port, but also from Portland during the winter months. This movement has been stopped as the result of the new German duties, and no Canadian grain is now being shipped to Germany. I am not disposed to say that the Dominion government's policy of a preferential tariff in favor of England is not a good one on the whole, but England should see that we do not suffer from such a policy. Germany's policy seems to me to be a short-sighted one, as it is as profitable for them to buy our grain as for us to sell it."

Mr. R. Peddie, one of the best authorities on the subject in the Dominion, and an extensive shipper said to your correspondent: "Owing to Germany's discrimination against Canadian produce we are deprived of a market to the extent indicated by the Board of Trade's official figures. We have always found Germany a very good competitor with England for our products, and this competition has enabled the Canadian farmer to get a better price for his produce, as the Englishman was thereby prevented from having it all his own way. The Hamburg line is still running a steamer a month from Montreal, but it is filled almost entirely with American produce, principally corn and rye. The American shippers find that they can ship easier from Montreal than from the United States ports, Montreal being the cheapest water route on the Continent from the West."

A representative of the Mail and Empire was shown by Messrs. S. J. McBean & Co. the following letter from a former customer, of Frankfort, Germany, under date of September 5:

"Am in receipt of your favor, and your samples of wheat. However, we regret to say that there will be no chance for business until the Anglo-German treaty has been revived. We pay duty for wheat and rye from Russia and the United States 3 marks per 100 kilos, while we would pay for Canadian stuff 5 marks. You will confess that this fact makes business impossible at present."

Mr. McBean said that their export business to Germany had stopped completely. The effect of the new tariff, in a word, was, it had narrowed the Canadian grain market in proportion to the German purchases. Of course, he said, Canada may still dispose of her grain, but that was not the point; inasmuch as the market had been narrowed, the opportunities of the Canadian grain buyers and ultimately of the Canadian farmer, had been lessened. Moreover, he said, the prices in Germany had been slightly better than in England, although the Germans kept pretty closely to the English scale. Another fact was that Germany was a larger buyer of rye, a grain of which England took comparatively little. Certain classes of peas also and buckwheat found readier sale in Germany than in England.

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