les in that vicin ny is again push-

chardson, owners made a strike of operty as the rement work. er of the Golden ing Company, reon the property

on Toby creek, by Messrs. Hamoking remarkably 40 feet of ore. lena returned the ecting trip up the five claims, which up wonderfully ore which he

teran mining man rts much developdistrict this sealoing assessment ge on a ledge up at the surface. h. that country. ows that the ore after leaving the

ntly arrived from to work on the and other claims sted. These promiles south of Kootenay comonsiderable work the present time. surface of these arkable, pannings te coarse at that. astrated, however.

lillman have gone ork on a property nan in Johnson

ho have the lease decided to ship and as soon as gin a series of oup of claims ad-

which has resultof mixed ore rununces silver and Pool creek in the veloping remark-

ate, a shaft has

ere is about 150 ng ore has been erts. a claim on mile distant from k is being prose Messrs. O'Brien

nced on the Virms in the Mabe a few days. The feet will be conurther, when the Copp will begin

Boy and Rusty creek properties hey purpose put g, then if it pans tations they will n it during the

empleted the work ue Bell, a couple operties, and will the Geraldine, a ing these claims. a tunnel on the ery good showing

ports have been creek placers, in how every indicaa properties. and D. Ferguson bune group last essrs. Gunn and y taking out and are working in ng out three tons day. They have r pack horses, the tation they have hipping regularly returns of a net. The tunnel d and all the ore st what was en in, doing away As soon as a de and they are ill be commenced ft Comaplix last ount of work unanada Mutual M their Hunter and did results are mencement, as

d galena from a up to \$190 and m 19 feet of conton has been obowns some 13 ps and has made ing the past 15 seven of them. J. Lembke are Brow, a property rested, sidelining They are running

Notes. B. C. mine, Sum hursday and wi! y. J. R. Mackinew hoist and the ers are giving satforce comprise nen. The main epth of 200 feet. being confined to ting. Ore ship-

elter varies from

p what they con

, and are now in

which cannot be t that the B. C. as been sold to a nposed of C.P.R. tion. The price n dollars. S. F. of the mine, has ving trip to Montch was purchased to, is regarded as er propositions in esent owners are ice J. McClaig, of ired it for \$250,-Major R. G. E. e Republic mine. porated the prof the B. C. Chartal of one million e dollar each.

make the venture.

Victoria to Skagway

Story of a Trip North on the Steamer Princess Louise.

A Journey Full of Interest and How Best to Enjoy It.

(Special Correspondence of the Times.) Enough has been written to fill a good and has been written from so journey. different "points of view," that anything firther on these lines would prove very wearisome reading, therefore will venture to offer a few lines on a sure trip to the Klondike capital, The excellent travelling facilities which are at the disposal of the travelne not only of exceeding great interbut a very comfortable trip.

lakes and rivers sufficiently to rob the direction. sandbars and the boulders of their terrors; and the return trip commenced be- every cranny and nook of the steamer fore the waters have receded to such an with freight. The cargo was varied, extent as to reveal the shallows and the from live animals to telegraph wire. To obstructions. Were I to select the dates stand and watch the endless variety of would say do not attempt to reach articles as they were taken on board Skagway until June 24th, and do not must impress the most casual observer leave Dawson later than September of the wonderful capacity of the country 24th. This gives you three months, and we were bound to, for the consumption a trip taken during that period—and it is of produce and manufactured articles well within the reach of most of those of all kinds. A large number of passenwho indulge in an annual summer vaca- gers joined us here. tion-will fully repay you. There is not To express any opinion of one's fela mile of the journey but is pleasing to low-passengers would sound egotistical, the eye, restful to the mind, and impress- and necessarily from a very narrow

ing by its solemn grandeur. Most of the transportation companies kinds, each one of us buoyant with the have described the many points of in- expectation that a golden fortune awaitterest from the Gulf of Georgia to Skag- ed him in the north. There was a party way. Any efforts of mine may be not of forty en route to Thibet Creek to com-

be appreciated, so I will only mention plete the necessary work on a hydraulic proposition, in the expectation that the those that interest me especially. I will not suggest any particular line fall of 1901 will see buckets of golden of steamships as being the best for the nuggets in the sluice boxes. Others had Bennett, Atlin, White Horse, Selkirk or enjoyment of the trip, for so much depends on Father Neptune being gracious, Dawson as their objective points, and and I have failed to find out whether any as I reflect over some of our discussions particular line, or any special skipper I realize how densely ignorant many of has any monopoly of this gentleman's us were of the places we were going to, good graces. I think, however, that a what we would see on the way, and the steamer that takes 24 hours more to actual conditions which prevail. After make the journey is rather to be pre- all I had read and all I had listened to ferred to a vessel where every comfort I fancied that every bend of the river and enjoyment is sacrificed for speed, would be familiar. Now I realize that and where every nerve is strained from I knew absolutely nothing about it. To the captain to the cabin boy in their anyone intending to make the trip I efforts to beat the record. These grey- would just simply say be prepared to be hounds are generally overcrowded, the surprised and charmed. stewards and waiters overworked. If After leaving Vancouver the first point you are simply on pleasure bent you do of interest was Cape Mudge, familiar to

not want your temper ruffled and your many of your readers by wrecks, one of enjoyment marred by a hurriedly cooked which brought great sorrow to a number or an ill-served meal. To recline in an of Victoria homes. At this point we find easy steamer chair, in the soft twilight the shores on either side marked at reguof an Arctic sumer's night, with the majestic scenery which Nature has so lavishly spread before you, enfolding itself ther on we find H. M. S. Egeria at old Cassiar may again be a Mosco for before you in the perfect enjoyment of anchor in a sheltered nook. A survey of gold buston again be a Mecca for nat peace of mind which only a good meal can produce, and under the sooth- taking, but when completed will be a ing influence of a fragrant Havana, is great boon to navigators. We passed in the Canadians waters a number of lighta sensation that only those who have exrienced it can appreciate. I am forced houses, buoys, and beacons. Navigators leave off the scenery for a moment are thankful for these aids, and considto turn to the practical side of this Al- ering the limited period of time that has askan trip as it presents itself to me, elapsed since the northern trade has asviz., that this whole country is simply sumed any very great proportions a great a question of transportation. It offers deal of good work has been done. Lightgreater inducements, a safer investment, houses on salient points are still needed, and a more certain return for capital, and no doubt will be erected in the very than even the Klondike mines. Every- near future.

boat will connect with the train?"

At Vancouver we filled the hold and

thing that is consumed by man and From Cape Mudge to Seymour Narbeast, all the machinery necessary for rows is only a very short distance. They the successful operation of mining, both are well known to all Victorians as the quartz and placer, has to be brought in bridging point between the Mainland ere. When you think for a moment and the Island. As you pass the three that a country with a total population islands, the stepping stones between of under 18,000 has yearly to pay for each span, you are forcibly convinced as transportation on at least 30,000 tons, to the practicability of the proposition, and when you realize that the develop- and Victorian readers are not in ment of this country's mineral wealth need of any argument of mine as to its is still in its infancy, only the faintest desirability. These narrows are most in idea may be conceived of the possibilities | teresting to a passenger; but navigators for transportation in the very near fu- give a sigh of relief when their ship is ture. This is only one item of transpor- safely through. The tide rushes through tation. The passenger traffic is increas- these narrows at a fearful rate; whirling yearly and will continue to increase pools and partly submerged rocks have each season. The people in this country to be very carefully avoided, the slightwill always be great travellers. Many est mishap there would be no salvage, will come in and go out each season, and just simply a case of total loss.

the remainder must go south at the end | From Comox to Alert Bay, Vancouver of every second season, if for health Island changes its physical characterisreasons alone. It is not the "chee tics, a succession of plateaus richly timchacos" who get sick here, but the "sour bered, and suggests a country of easy doughs." Two Arctic winters, continued access with no great difficulties for a eeding on canned food and evaporated railway to contend against.

fruits and vegetables is nauseating, and In the afternoon we reach the north of all is the tourist, the man who wants intervals from the end of the Island to for it. Every tourist who makes the rocks, all that is left to indicate that in few small and a large one, their beauty trip, unless he is extremely dull and very the remote past the Island and Maininobserving, will never fail to extol the land were once connected by an isthmus. beauties of the trip and recommend it to As we prepared to enter Queen Charhis friends. The voyage to be perfect | lotte Sound a dread feeling of apprewill never end at Dawson, but must in- hension took possession of my soul, for clude a return via St. Michael, and from we were assured by "those who knew" there by ocean steamer to the home port, that the Pacific was never still for making a round trip of nearly 5,000 twenty-four hours, and that we would miles. I am not stretching my powers be bound to catch it. Those who sucof imagination, nor am I allowing my cumb to a rolling sea will best appreciate enthusiasm for the scenery to carry me my feelings when I tell them how deaway, when I state that I am certain lighted I was when the steamer entered to practical Christianity, Presbyterian, that any company that will provide the Sound only to find it smooth and

will make such arrangements as may be disturb our grand old craft. essary to secure close connections for I am afraid that the courtly gentiethe journey I have outlined will have a man who condenses the efforts of volvice that will be a credit to the port uminous writers would insist on a lib Pass railway. The sudden adjournment from which it hails and will be sure to eral use of the blue pencil were I to go of the British Columbia legislature this yield an abundant harvest to those who on describing the ever varying scenery spring left the charter an open question. I started from Victoria on the steamer as the beautiful panorama unrolled it and he assured me "by the lovely dove" Princess Louise, and many were the self before us hour after hour, but I can- that it was going through next House, condolences offered that a faster boat not afford to omit Grenville Channel. sure. It would be a little out of place had not been our lot. True enough, she To portray it faithfully is beyond my just here to enter into a discussion as has never "broken the record," but it power, and I ask your readers to picture to the necessity of a second railway into proved to be the story of the hare and a Victoria area just as it is between Mr. this country. I think it is safe to asthe tortoise all over again. Slow but Snowdon's boat house and Curtis's sume in the affirmative, that the more Day in and day out her paddle point continued for over a hundred miles railways a country has the better. As wheels kept up an even "Ra-ta-ta plan," is the best description I can give; the I get further on my journey I will touch nd we were not so very far behind the lofty snow-clad mountains on either side on the question of charges for transpor-"hares" who occasionally gave us a lit- sheering abruptly into the water, the tation from the seaboard to Dawson, and the "back wash," and they did not beat channel never over a mile wide, and of- your readers can form their own opinion. Cornwallis-West, which it is said he origus very badly after all. To one whose ten narrowing to half a mile. The wa- I heard in Skagway that the residents of inally opposed. The Duchess of Devonstomach or brain (which part of my ter very deep and intensely blue. The Dyea had petitioned to be made a Cana- shire was the intermediary for the love-

you think we will reach Skagway, cap- that it is a constant rush from side to the chapter. tain?" and "Do you think, captain, this side to see them all. You hear the click Just one more turn, and behold Skagwhere fair tides are essential to safe shot.

with such good luck, I would be wharf at Ketchechan. This is now the mark, now done away with. There are some way After leaving Victoria we headed for very valuable quartz mines being worked the Extension mines, where in a very here close to the town. The town itself short space of time our coal bunkers is painfully new, and if it keeps growwere filled and we proceeded to Vancou- ing as it has during the past year will ver. It is always a pleasure to visit be quite an important point, until the Vancouver, be the stay ever so short. Alaskan boundary is settled, at least. To one who has seen a substantial and We took in the town, replenished our throughout the entire journey, make progressive city grow up where a dense supply of fruit at reasonable prices. forest once stood is an object lesson in The dealer told us with a feeling of pride united and concentrated effort that can-that goods were sold at Ketchechan To make the trip when everything is not be forgotten. It would be well for cheaper than in Seattle. A loquacious at its best, not too early a start must be those whose acme of ambition is to Irish-American enlivened our stay. He made. The exact time changes from "laissez-faire, who dwell on "the glories welcomed us by yelling before the ship year to year; a start should not be made of the past," to study this object lesson was hardly moored: "By —, boys, this until the spring freshets have raised the and use their best efforts in the same is God's country, and don't you forget

I almost forgot to mention that it was raining here. On enquiry we were told that a rainy day excites no comment, and when the conversation turns to the state of the weather Ketchechaners invariably discuss the probabilities of a fine day.

We are soon in Wrangle Narrows, and again here the tide runs like a mill-race. As the objects on the shore fly past us we might imagine ourselves on an express train. At the end of the narrows is a very large cannery. A general air of prosperity and progress surrounds the place; we were told that it was owned point of view. We had all sorts and and operated by Victoria capitalists.

Wrangle was soon reached. This place

is an one of more than passing interest. This is an old place, started originally by Russian fur traders, and gained its first prominence at the time of the first Cassiar rush. For many years a garrila half hours late. son of American soldiers was stationed way excitement in 1898 Wrangle again tion of 5,000, only a few of whom are left to-day. Water front lots were pointed out to us for which \$2,500 was refused during the boom. We were told that for \$25 we might get a quit claim deed for the same property. The people of Wrangle point proudly to the past history of their town, omit the present, and have great hopes for its future. As half our cargo had to be discharged here to await transportation to Glenora, we had ample time to see the town and look at the totems, of which there are a great number, very odd and grotesque some of them are. In each store you these northern waters is a great under- gold hunters and that there may be plenty of freight to give these handsome vessels remunerative employment. A remarkable thing in Wrangle is that there are no horses or vehicles to be seen, and that wheelbarrows are the only conveyit rains here every day. I am not in a ing no order. position to contradict the statement, but secured a supply of beautiful salmon, was too late to give an order. away with the idea that the town is en-

tirely dead. As our ship did not call at any more American ports, a visit to Juneau and the Treadwell mines was impossible, which many of us regretted. We hope that this place may be a point of call on our return trip.

The captain having informed us that early next morning we would be in Lynn and crew, and subscribed £700 for the or would tell as to our chances for pro-Canal, we were up bright and early to catch a glimpse of the glaciers. Owing of the lost, to the mist which hung over the mounsaps the vitality. And most important end of Vancouver Island. At regular tains the previous day we had missed a that the damage suffered by the liner sight which a few of us had been look- will not prevent her sailing for the Unitto see the country and is willing to pay the Mainland stand pinnacle-shaped ing forward to. In the canal we saw a ed States next Saturday. was very much marred by the dull and leaden sky. A bright sun is necessary to see these glaciers in all their prismatic

beauty. As we passed Pyramid Harbor we remembered the Dalton trail; the route once advocated as the easiest to Dawson, but which has been all but abandoned except as a summer road for driving in cattle. As the entrance of Pyramid Harbor is Haines Mission, a credit believe. As we make another turn we roomy and well appointed steamers, and glassy; the ground swell not enough to catch a glimpse of Dyea, Skagway's old rival, now practically dead. Last winter great hopes were entertained of a "boom," as the terminus of the Chilcoot and the intense pleasure we experienced I had a chat with one of the promoters anatomy is responsible, I don't know) is port side of the channel is a series of dian port; if it is so they are exceedingly lorn couple. The marriage has been set zealously performs his duty; and no task not proof against mal-de-mer, her oblishands and separated by a labyrinth of wide-awake, for it is absolutely certain down for the first week in August.

stinacy in declining to roll was appren- passages; water falls are plentiful on that the Canadian port at the seaboard ated, and I shall always have a kindly both sides, some like a gossamer thread, will control the entire trade of the Canfeeling for her and for her genial skip- others increasing in size to a succession adian Yukon. All I ask is to let me into per, who was never too busy to name of falls. Some, again, assume large the secret early "on the ground floor," to the innumerable headlands, inlets and proportions, and although lost in admira enable me to secure two corner lots on channels when asked, and whose temper tion the practical side suggests itself as the main street. I am very modest, and never even got ruffled if asked ten times to the number of horse-power that is my wants are few. The income from in as many minutes: "How far are we here going to waste annually. In some such property would enable me to keep from Skagway, captain?" "When do places they come in such rapid succession the wolf from the door until the end of

of the camera going constantly around way! The wharves stretching far out We had splendid weather throughout you, and many found themselves with into the bay, familiar from the many the entire trip, and when a breeze had just one shot left before they were half views we have seen of it. It was dead to spring up, if only to keep itself from way through-a prolific cause for debate low water, and the flats, which stretch getting rusty, it was always "dead aft." during the balance of the journey was out such a long distance, bring back to When we neared channels or narrows when and where to use the remaining mind the pictures we have seen of the Yukon pioneers struggling and scurrying navigation, we always got there with Early in the morning we reach Uncle to get their freight, which used to be the "first of the flood." Having travelled Sam's domains and we moor to the dumped on the beach above high water

most ungrateful indeed if I did not entry port to Alaska; it is more in the The best of friends must part, and as doff my cap to my old friend path of steamers than Mary Island. It I had to say good-bye to my old staunch mough has been written and the Princess Louise and her genial skipwas customary in the past for a United friend the Princess Louise and her gallant skipper, so I bid you adieu and hope toms officers most courteous and obligundergo in order to reach this "El- ask is for the privilege of a duplicate to its destination and return, but this is to meet you again in a few days in Skag- ing. The examination was limited to CHARLIE VARDON.

Dawson, July 5th, 1900.

Gampania In Collision

Big Cunarder, During a Heavy Fog in Irish Channel, Runs Into a Bark.

Vessel Sank Immediately--Captain and Ten of Crew Drowned.

over the Irish channel yesterday morning, and the Cunard line steamer Campania, en route from New York for Liverool, struck the Liverpool bark Emships, cutting her in twain.

The Embleton sank immediately. Seven of the crew were rescued, but it is believed the other eleven members of the ship's company, including the captain, were drowned. The Campania had her bows stove in,

but arrived safely at Liverpool, five and

The Campania was little injured, but here; they have now been transferred to had a narrow escape from serious disas-Skagway. During the Teslin Lake rail- ter. The fog had delayed her passage since Friday, and a tender went out from grew into prominence, and had a popula- Queenstown four miles, as Capt. Walker would not take the liner near shore.

At Tuskar light the fog was becoming deeper every moment. When the Campania was about thirty miles northeast of the light, a phantom ship rose suddenly, without warning, directly across her bows. Thirty seconds later the phantom had become a solid sailing vessel, into which the liner crashed, her steel foreclean cut of a sword, and dividing her just abaft the mainmast. The forward half sank instantly. The stern swung round, and the mast and yards for a moment tore at the Campania. A Jump of wreckage came down on her decks. Then the stern of the bark also disappeared, and the face of the sea was littered with wreckage, the upper works and part of the cargo.

From the instant when the phantom Campania until the last vestige of the ample of this on a building in the centre vessel vanished, some sixty or eighty seconds had elapsed.

According to the Embleton's survivors, for nearly half an hour before the colliances. The cause for this is not very sion the captain and first officer were are very proud of their town and jealous simply because ninety per cent. of the hard to find. There are no streets fit to below at breakfast, and although the fog run a wagon on, the crossings from side- whistle of a large steamer could be walk to sidewalk are often miniature heard every minute, the bark never bridges some four feet high. They say shifted her course, the helmsman receiv-

When, at 8.25 a.m., the second officer, the luxuriance of the vegetation affords to use his own phrase, "heard the rush ample proof that "Old Sol" must pene- of a steamer's bows," he shouted down trate the mist sometimes. Our "chef" to the captain, who rushed on deck, but

and the many calls the next day for sec- | The Campania was under one-third ond helpings attested as to the quality, steam. The captain, first officer and We were told that in 1897 and 1898 pilot were on the bridge. The engines Wrangle was run on the "wide open" | were instantly reversed and the helm principle. As we saw it, it was sedate, put hard down. No precaution was and orthodox. A large amount of In- omitted. After the crash and the suddian trading is done here. Many pros- den cries, the boats were quickly lowerpectors and trappers winter here. We ed. There were no signs of panic; the met a few old Victorians, so don't run crew were everywhere at their stations, and the best discipline was maintained; the bulkheads were closed and everything possible was done to save life.

> Some of the Campania's plates were bent by the collision, her forepeak filled with water, her foretopmast was broken short off and her steel rigging torn and twisted. The passengers held a meeting, adopt-

ed resolutions of thanks to the captain The Cunard line officials announced

ARRESTED ON SUSPICION Of Having Caused His Father's Death

-Died on His Wedding Day. Lucan, Ont., July 24.—Gerald Sifton, rested at Arva, a little village near here, was alive. These remarks, together with the fact that the marriage might bring other claimants for the old man's fortune, have led the authorities to inves-

WEST-CHURCHILL MARRIAGE. New York, July 24.-A London cable to the World says the Prince of Wales has given countenance to the marriage of Lady Randolph Churchill and Lieut.

Visit to Skagway

Town Well Laid Out With Good Sidewalks and Splendid Streets.

The Work of Examining Baggage in the Customs House--Some Amusing Incidents.

The first thing to do when you reach Skagway is to get your baggage examinour hand baggage only, as we had taken the precaution to have our main luga large amount of baggage. I, apparently the same as others,

to wear out all my old clothes; but I have found out that the people here are identity were set at rest when we saw Parisian styles, and the men are often ped and padlocked for examination. seen dressed in the very latest. It was surprising to me how very few of our for putting dust in). But what shall own Coast people avail themselves of we say of madame. We were in the the benefit of cording and sealing their act of taking sly glances at her when trunks; by doing this two customs inspec- our friend informed us that she wore tions are avoided, first at Skagway and fifteen thousand dollars' worth of diais placed at Skagway into an American I do not know. "Diamonds," how could a "bonded express carrier" to the "bond- before? She was covered with them. ed railway warehouse," and are released | Madame protested indignantly when the London, July 22.-A dense fog hung at Bennett without any trouble to the officer requested to have trunk opened. and paying cartage and wharfage, 50c. was proceeding very modestly to find the on each piece for the former and 25c. for the latter. To have to pay \$2.25 for The trunk lid was duly thrown back. carting and wharfage on three pieces Tray No. 1 revealed a galaxy of hats, bleton, bound for New Zealand, amid- seemed extortionate, but when you con- regular "roof gardens." Tray No. 2 sider the conditions as existing the charges are reasonable.

This continued wind is very easily ex-Pass the outlet. In the summer and These zephyr breezes are not taken very Klondike. Great possessions have their seriously by the Skagwayites, who are attendant troubles. very proud of their city, and they have a very good reason. It is uniformly laid and this is how he went about it. "Say, out; has good sidewalks and splendid mister, be you the Kanady customs streets; excellent material for their main- man?" "Yes." "Well I have a box here tenance is handy, and above all a fine that I want you to look at." "Well what's system of water supply-clear as crystal, in it?" "Ah nawthing, just the old wosparkling and cold. The source of sup- man's things." The customs man was ply is near at hand, a lake on a anxious to see what the "nawthing" plateau to the right of the town. When was, so were we. The cords were rethe water leaves the lake it takes a ver- moved and the "nawthing" turned out foot going through the Embleton like the | tical drop. I would not like to say how | to be just 3,000 cigars. Slam went the many feet, but it cannot be very far lid and C. H. chalked on the box. "They short of 200. I noticed in the lavatory will attend to you at Bennett." "All of the hotel that the supply pipe had a right, mister.' Our friend from Misstop cock, and that it was turned just souri looked as if he was doing a pile about a quarter on. From force of habit of thinking just then. I turned the tap on the bath full on; my mind is a blank as to what occurred mackenaw. He had a box very much for a second or two, or what I said, but dilapidated, an old green gin box in I emerged with a considerable amount which he solemnly asserted he had nothof water, where I didn't need it. This ing, but old clothes. He was so innotremendous pressure affords magnificent | cent looking that for a moment I thought me into view from the bridge of the fire protection. I saw an excellent ex- his innocence might of the thickly built up portion of the town. The fire never even damaged the paint of the house adjoining.

I said that the people of Skagway of its rights, and are always on the alert to guard its best interests. They certainly have reason to be proud of the size and importance it has attained, and preach "American goods for American the order and decorum which is maintained. We had heard a very great deal of "Soapy Smith and his times," and also that the citizens now had control. When order are bound to follow. A company of colored troops is now stationed and deal with it at the proper time. I have Pompey is very imposing when you see hat, light blue serge uniform, tan gaiters ers have had all of this protest in dewhich is apparent in his every movement, makes a charming "tout ensem-He is still very partial to "shooting craps" when off duty, but as I saw him doing guard duty he is the embodiment of "law and order."

the best hotel, only to find it full with free port would only muddle things intravellers, who had a common object finitely worse. There is but "one cure," with ourselves, to get to Bennett, and it is a radical one, "another little patch we here found out, or to be more correct of red" and "God speed the day," so we did not find out, how soon we could says leave Bennett. No passengers had arrived from Dawson, and no one could relief of the survivors and the families gress. We then realized that we had made too early a start. We could not find two persons who would agree on a common date as to when navigation opened in 1899. When you get to Skagway, and from there on, listen attentively to all the information that is offered. Don't believe half of it; just form our conclusions. There are more lies told here about the water in the rivers than truth. To lie to a "Chee-chaco" is perfectly legitimate. We shared rooms with a man of huge porportions, and a a man of about 30 years of age, was ar- pastmaster in the art of snoring. This was not without its advantages, having yesterday by Inspector John Murray, of to make an early start next morning to the provincial detective department. Sif- catch the train. Our "maitre d'hotel" ton is held on suspicion of having caused was of the faminine gender, and acted in his father's death, which occurred three dual capacity of steward and proprietor. weeks ago. At the time it was said the | She was charming in the morning, lovely old man had been killed by falling off in the afternoon and gorgeous at dinner a barn. The father, Jos. Sifton, it ap- time. To describe a woman's dress propears, was to have been married on the perly one hardly knows where to begin. day of the accident to a young girl many I will work from the "ground up." Her years his junior. The statement is made feet were encased in French kid slipthat when the son Gerald heard of the pers with jewelled buckles, open work contemplated marriage he avowed that silk stocking (all that was visible), black it would never take place as long as he silk skirt, bright emerald green silk waist, a magenta ribbon encircling her throat, its ends reaching, to the floor; every foot of its length tied by a pin. One of our party asked us to go with him to get his baggage examined by the Canadan customs officer. We naturally wondered what a Canadian customs officer was doing at Skagway, so went to see, and we found that for once we had not been deceived. We were introduced to Mr. Busby and his two assistants, who are stationed there to perform the

and carry it through successfully. are indebted to him for the privilege of being allowed to witness for an hour the preliminary examination of baggage destined for the Canadian frontier. This is done here in order to avoid ary unnecessary delay at Bennett. The modus operandi is to examine each piece of paggage, and if found beyond suspicion it is marked and placed at once in the free baggage car. If, on the contrary, anything is found that should pay tribute to "Her Majesty" it is marked C. H., the authorities along the line duly advised and the owner told that toll and tribute will be demanded at Bennett. Why is it that the average man, scrupulously honest in all his dealing, takes a special delight in hoodwinking customs officers in every land, and in every clime? We all do it! Why! I can't an-

swer. To watch other people in the act of trying to get their baggage passed through an examining warehouse is most interesting, and I hope your readers will not get wearied if I tell them of a portion of what I saw at Skagway.

Case No. 1. Enter "Hunker Jack" and gage "corded and sealed" by a Can-his madame. Our friend whispered that adian customs officer in Victoria. Every-this was a "Klondike millionaire" going one going to this country generally has to gather in the wash-up from his many claims. A millionaire is a man worth looking at, for they are not met with thought that this country was the place every day; so we took a good mental picture of him. All doubt as to his very dressy. Ladies promenade in him present four large iron boxes strapsecondly at Bennett. All sealed baggage monds. How he knew the exact value 'sufferance warehouse," from there by we have been so blind not to notice them owner, beyond exchanging checks twice The idea to examine my things! Jack proper key. Protests was of no avail opera cloaks and mantels, perfect dreams of loveliness. Tray No. 3, shall I tell? Skagway is a very windy place, at delicate unmentionables, all tucks, inserleast it was so whilst we were there. tion and creamy lace, a foot long. We all held our breath for what might folplained when you consider the formation low. These visions of loveliness had a of the country. Skagway is situated just sobering effect on the officer and the aua short distance from the end of a fun- dience, and the trays were replaced nel, Lynn canal the intake and White silently, lid dropped and madame turned on her heel and left us dazed. Ladies winter the direction of the wind reverses. this is what is sometimes worn in the

· Case No. 2 was a "lank Missourian,

Case No. 3. A Swede all dressed in Result: "Fifty pounds tobacco to pay tribute" and a furious Swede.

The day previous to our arrival in Skagway the chamber of 'commerce met, its members indignant. What for? goods being daily landed on their wharves are Canadian. It does seem strange that a people who in and out people" should object if Canadians have the trade of their own country. I have enquired into the conditions that have brought this thing about, and why the people take control progress and good American merchants in Dawson insist on purchasing Canadian goods, and will noticed in some of the files of the him in full marching order. His drab Times recently to hand that your readand white gloves, and conscious pride tail. I have always found that the most ultra-protectionist is the greatest free trader when his profits are concerned, and always buys in the cheapest and best market, even if he is solid for the "protectionist" ticket. This is what is annoying Skagway. No removal of It is needless to say that we went to the bonding privilege will cure it. A

> CHARLIE VARDEN. Dawson, July 8th, 1900. COLOMBIA REVOLUTION.

Severe Fighting at Panama-Hospital Filled With Wounded and Dying Soldiers.

New York, July 25.-Details of the fighting in the outskirts of Panama are given in a special to the Herald coming via Galveston yesterday.

The dispatch says the revolutionists rushed the suburbs early in the morning, and as the dispatch was being written the rifle fire was sharp and continuous, and the artillery fire heavy and severe; that two men had been killed and many wounded and the Red Cross hospital was filled with wounded and dying soldiers.

Among the wounded was Gen, Lozada, formerly in command of the troops, who had taken refuge with the others on the cruiser Leander on Saturday. He returned to shore and took the place of a private in the ranks, fighting with the

"Every possible effort has been made by the foreign consuls," says the dispatch, "to prevent a disastrous conflict in the streets of the city, but without success. Panama streets are almost deserted. Stray bullets are constantly dropping. Railroad traffic has been interrupted.'

CONSPIRATORS IMPRISONED.

San Domingo, July 26.—A plot to assassinate the governor of Santiago, Ramon Caceres, has been discovered and 25 work necessary, to the prompt forward conspirators have been imprisoned. Several military officers are involved. The ing of Canadian merchandise inland. Mr. Busby is an extremely busy officer, accused will be tried by court martial, President Jiminiez is visiting the interior. The country is quiet.