The Board Of Aldermen

Notice of Commencement of Work on the V. V. & E. Railway.

Upper Johnson Street to Be Widened—By-Laws Not Enforced.

Every chair in the semi-circle of the aldermanic board was occupied when His Worship called the meeting of the city council to order last night.

A very important matter, the notice of Messrs. Bodwell & Duff, which is given below, came up early in the evening. This is practically the inauguration of the work of providing Victoria with the long-looked-for ferry connection with the Mainland. Several matters were brought up at the end of the session which would go to show that either city officials are not cognizant of their duties or else they are lax in seeing that the laws are carried out. Such matters as the loitering of the contractor for the granite curbs on Johnson street, the accumulation of dead leaves on the streets and washing out of stores running the water across the sidewalks in business houses are matters which some of the aldermen consider should be attended to by those who are paid to have city ordinances carried out.

The first subject to receive attention was a communication from Geo. McL. Brown, enclosing a check from the C. P. R. company of $500 towards the Islander relief fund. Received, and thanks will be sent to the company.

Robert H. Swinerton, on behalf of the Masonic Hall Association, called attention to the unsatisfactory state of the sidewalk on Douglas street, and asked for a patent stone one to replace it. The engineer will report on the matter.

Mrs. C. Liddell wrote in connection with the taxts due on her property, and His Worship was given power to deal with the matter.

Alex. Munroe regretted that he could not accept the amended offer made by the corporation for the part of a lot at north end of James Bay bridge.

Ald. Beckwith moved that the matter go to arbitration, as it was evident it would not be possible to arrange otherwise. This motion prevailed.

C. C. Pemberton stated that on a previous occasion he had written to the corporation complaining of the draining of water on the property of Mrs. Tuck, near Church hill, and asked that the matter be attended to before the wet weather set in. This was refered to the city engineer.

Bodwell & Duff wrote as follows:

Re Victoria Terminal Railway & Ferry company. We are instructed by the company to inform you that they are ready to commence operations upon the construction of the railway in the city of Victoria. Under the clause in the by-law, it is necessary that we should give the city council ten days' notice of our intention to commence work upon any of the streets, and also submit for the approval of the city engineer a plan of the work proposed to be done. Inasmuch as time is pressing, and we wish to take advantage of the weather to get as much work done immediately as possible, we are instructed to request that the city will waive the ten days' notice, and will appoint a time and place at which the city engineer can meet the representatives of the company and settle upon the place at which work upon the railway can be immediately commenced.

We should be glad to hear from you as soon as possible on this point.

Ald. Yates doubted if the council had the power of varying the contract. He would like to hear the city solicitor in the matter.

The city solicitor stated that he did not think the 10 days' notice could be dispensed with, but he thought that the 10 days might be taken to date from the date of Bodwell & Duff's letter.

Ald. Yates did not think that this would be sufficient to comply with the law. It would be necessary to have the streets mentioned that it was proposed to tear up.

Ald. Stewart also was of opinion that it would be advisable to carry out the by-law strictly, and he would move that Bodwell & Duff be asked to give the requisite 10 days' notice. Ald. Yates seconded this and pointed out that it would be better for the company to do as proposed, and no delay need occur. This carried.

The city engineer submitted the following report:

I have the honor to submit the following report for your consideration:

Communication from F. M. Rattenbury requesting a permanent walk on the two sides of new building, corner Langley and Bastion streets, after looking over the ground I am of opinion the walk in question should be laid. Total estimated cost $330. In conclusion I may say there are no more funds out of the present appropriation for this purpose.

Complaint from Elizabeth Lehman re open drain at the corner Richmond avenue and Leighton road. I find this drain in bad condition, and would recommend the same be boxed in from Richmond avenue westerly. Estimated cost, $42.

Communication from Tai Yuen and others re stone crossing at the intersection of Government and Cormorant streets, after looking over the ground I would recommend the construction of same. Estimated cost for labor, sand, etc., $39.

I would also recommend that notice be given to the Tramway company that it is the intention of the council to proceed with the paving of Government street in the early spring of next year, and that suitable heavy rails be ordered for the same.

The report was taken up seriatim. The first clause was referred to the streets committee to have carried out, if funds will permit. The item, clause 2, was ordered to be carried out; clause 3 took the same course, and the suggestion in clause 4 was also adopted.

The gnance committee reported accounts amounting to $4,383.05; which were ordered to take the usual course. A further report from the same committee authorized the payment of $3,500 out of the High school loan by-law.

The special committee to whom was referred the matter of the widening of the upper end of Johnson street, reported that all the property owners but one were agreeable to having the work carried out under the local improvement plan, and that a portion of the lots be bought.

Ald. Kinsman explained that the city's share of the purchase would be about $103.

Ald. Yates said it would be a good thing to have the matter settled so cheaply, but the council could not legally exceed their revenue.

Ald. Hall again directed attention to a petition presented some time ago to carry Birdcage Walk through to Carr street. This petition should be given a definite answer, as if Johnson street was hundred cases of the disease are reported daily, and for a couple of weeks upwards to be widened there might be money enough to attend to the other matter. The building of the new causeway across James bay made the proposed opening of Birdcage Walk a very important matter.

Ald. Kinsman thought it was hardly fair, after the amount of work that had been done in this connection, that the council should ignore the matter. It was only a matter of about $100, and it would settle a question that had been a sore one for years.

Ald. Yates moved that the report lay on the table until the finance committee reported that there was enough money to carry out the improvements.

Ald. Williams said that great credit was due Ald. Kinsman for the way in which he had gone to work in the matter, and had it not been for Ald. Kinsman he was afraid that the matter would have failed.

Finally the report was adopted and the motion to purchase the land required to widen the street was read and passed. This will be referred to the city assessor and city engineer for a report as to the value of the land.

Ald. Beckwith asked the city engineer why the contractor for the granite curbing on Johnson street was allowed to dawdle in his work. The merchants on that street did not want to have the work done during the wet weather, and the contractor should be made to toe the mark.

Ald. Cameron drew attention to the old decorations which were still hanging from some of the poles. In this connection His Worship stated that he had made an arrangement to have them removed.

Ald. Williams directed attention to the accumulation of dead leaves on Yates street and also a crossing on the same street, which is in a dangerous condition.

From E. P. Paul and 30 others came a petition asking for a drain on Oak Bay avenue from Rockland avenue to Hulton street, and along Hulton street north to Leighton road.

This will go to the city engineer for a report, and in the meantime the attention of the sanitary officer will be asked to see what he can do to remedy the matter.

The sanitary officer reported in connection with the complaint from E. C. Sheppard and others, he had found a nuisance to exist. The officer will be instructed to strictly carry out the provisions of the by-law.

Ald. Beckwith wished to know the provisions of the agreement in connection with the raising of the old shacks on Douglas street. He understood that it was not the intention to allow the building at the corner to be raised, as it was so rotten. The building was gradually being repaired, and it was a mistake to allow this to be carried out. If the council would do its duty in the matter it would be something to its credit. People were complaining of the latitude allowed by the firewardens in the matter of patching up of old shacks within the fire limits. As long as this was done we could not expect to have any improvements in the business quarters.

The council then adjourned.

SUBMARINE OIL BEDS.

Extensive Experiment About To Be Tried In Russia.

From Scientific American.

For some time past the Russian authorities have been exploring the petroleum producing country round Baku, and the result of these investigations has substantiated the hypothesis of experts that these naphtha beds are not only to be found at Baku, but that they extend for some distance beneath the sea. An attempt to utilize these submarine resources is seriously contemplated, especially on the coasts of Bibi-Eibat and the island of Swjitoi. The depth of water at the former place ranges from 14 to 50 feet, and at the latter to about 39 feet. The most serious problem that confronts the government is how to tap these submarine deposits without endangering the land supplies and public property and life. The plant, such as reservoirs, pumping stations, and power stations, must necessarily be similar to those employed on shore. The difficulty of transporting the naphtha is very complex. Small boats could not be employed owing to the large quantities of sand which the fountains invariably throw up, while the utilization of steam vessels in a naphtha-laden atmosphere would be fraught with considerable danger. The only means of solving the problem is by enclosing the area with a sea wall, but as such a reclamation scheme could be only undertaken at tremendous expense, and as the value of the oil beneath is purely suppositious, both in quantity and quality, the completion of such elaborate works might prove unremunerative. As a tentative effort to discover the value of these submarine deposits, the government suggests that Romany lake, one of the centres of Baku, should be laid dry and the soil tested. Several petroleum firms have made offers for this concession, but as none of them has been deemed sufficiently high, the government intends to empty the lake at its own expense and to let the area thus recovered in the usual way. If the experiment should prove successful and the oil sufficiently rich and abundant, the other schemes would then probably be undertaken.

WANTS TO DIE.

Winnipeg, Oct. 21.—(Special)—Robert Nichol, a clerk employed in Weldon's grocery store, made two attempts to commit suicide. He was saved by his fiancee at the house, but at the hospital jumped 25 feet to the ground through a window and will probably die from the effects of his injuries.

BENEVOLENT ASSOCIATIONS

Of America Use Pe-ru-na For All Catarrhal Diseases.

Mrs. Toft, President Valkrein Association, of Chicago.

Mrs. Catherihe Toft, President of the Valkrein Association, of Chicago, in a recent letter, writes the following:

5649 Cottage Grove Avenue, Chicago, Ills.

"Knowing of the very satisfactory results from the use of Peruna in cases of a worn-out system and a broken-down constitution, I have often advised it, and am glad to speak of the well deserved praise those who have tried it have given it. It is of superior merit. I endorse it."—MRS. CATHERINE TOFT.

Letters of gratitude from various institutions of the country, to the manufacturers of Peruna, indicate the high appreciation that these institutions have for this remedy.

Mrs. Clara Makemer, housekeeper for the Florence Crittenden Anchorage Mission, of Chicago, writes the following letter from 302 Chestnut street, Chicago:

"Peruna is the best tonic I have ever known for general debility—a sure cure for liver complaint, and a never-failing adjuster in cases of dyspepsia. I have also used it in cases of female irregularities and weak nerves common to the sex, and have found it most satisfactory."---Mrs. Clara Makemer.

A book written by Dr. Hartman on the different phases of catarrh and their treatment; also "Health and Beauty," written especially for women, sent free to any address by The Peruna Medicine Co., Columbus, Ohio.

Is Inviting Investigation

Mineral Prospects on Queen Charlotte Islands Numerous and Promising.

Story of Lost Ledge—K. and M. Railway Survey Satisfactory.

Mr. Herbert Carmichael, provincial assayer, has returned from a trip to the Skeena river and Queen Charlotte Islands, where he has spent a couple of months exploring and examining the geological formation in the interests of the department of mines. He is favorably impressed with the formation of Moresby island, which gives favorable indications of gold and silver. Much of Graham island has been staked as coal bearing. He also went up the Skeena as far as Kitsalas canyon, and visited the mines operating in that vicinity. Mr. Carmichael is not at liberty to go into details of his trip, but he intimates that he saw evidences of mineral wealth at several points that would well repay investigation.

During his exploration of Moresby island, Mr. Carmichael met a party of prospectors whose history partakes of the romantic. Opposite Laskeek bay he fell in with a well-equipped Columbia river boat, carrying a cargo of provisions and lumber and manned by three white men and some Indians. The chief of the party was a man named Mulkey, one of the oldest prospectors on this coast, who explored the Queen Charlotte islands, in company with a partner, about 40 years ago. He told Mr. Carmichael that he and his partner had found quartz which ran as high as $600 to the ton, according to assays made in Victoria. The summer following the discovery Mulkey proceeded to search for the wonderful ledge, but failed to locate it, and for many subsequent years he continued his quest in vain, until his name became a byword among the prospectors of the West Coast, as that of a visionary erazed by continual brooding over an imaginary treasure.

Years skipped by and Mulkey, bowed by advancing age and crippled by rheumatism, contracted in the course of his wanderings in that land of heavy rain fall, struggled against fate, toiling and saving for years at a stretch to earn money to prosecute his life work. At last, early in the present year, he went east and sought out his old partner, aged and decrepit like himself, and persuaded him to join him in a last attempt to locate their long lost treasure. He found his mate still hopeful and willing to make the venture. They came together to the coast, and after several weeks of careful preparation they went north on the steamer Nell to Skidegate, whence they started on their forlorn hope. From study of maps and charts, and recalling the incidents of their first prospecting trip they concluded that the bonanza ledge lay at one or other of two points, and to these they have devoted all their energies during the past two or three months. Mulkey showed Mr. Carmichael on the map where he thinks the treasure lies. His theory is that the ledge has been buried under a landslide, but he feels confident that he would be able to uncover and wrest a fortune from it. Mr. Carmichael wished the brave old prospectors good luck and loaned them a chart which may assist them in their search.

Mr. Carmichael met the advance party of the Kitimaat and Omineca railway survey, who were just finishing the last section, south of the Skeena river. The surveyors informed him that their work had been quite satisfactory, no formidable obstacles having been encountered between Kitimaat and that point. The people everywhere in the district are looking forward with eagerness to the building of the railway, which will enable them to carry on their mining and other operations free from the disabilities under which they now suffer.

Two oil refineries are in operation at Skidegate, just closing a successful season.

SKEENA RIVER MINING.

First Shipment of Ore From the B. C. Pyritic Company's Mine.

The first ore ever shipped in quantity from the Skeena river is sent out by P. Herman & Co., of Port Essington, who have the contract from the British Columbia Pyritic company of Victoria to ship ore from the company's mine on the Eckstall river, which is situated 35 miles from Port Essington.

A tramway from the mine to the river bank was recently constructed by Herman & Co., and after being loaded in scows the ore is brought down to the wharf. There is at present over 1,000 tons on the dump ready for shipment, and it is expected that next summer a large force of men will be put to work at the mine with a view of making constant shipments. It has not yet been definitely decided to what smelter the ore shall be sent.

The principal development work on the property at present is a 60-foot tunnel tapping the ledge at the 200foot level. There are thousands of tons of ore actually in sight, and it will take but very little work to put the mine on a solid, producing basis. This mine will be the first in the district to be numbered among the shippers, but it is confidently expected that it will not be long before the list is swelled by the addition of several properties which are rapidly being developed.

The Dominion government salmon hatchery on the Skeena has been completed at last. The work was carried on under the superintendence of Mr. J. Morton, of Vancouver.

HERE IS A PARALLEL.

To the Editor.

Sir,—In your impression on Sunday you reply to that section of your critics who have taken you to task for not applying the same constitutional principle to Mr. Dunsmuir that you applied to Mr. Martin, in demanding that the latter be forced by the Lieutenant-Governor to fill up his cabinet. While you daily apologize for Mr. Dunsmuir's neglect or failure to give His Honor the benefit of the advice of the number of advisers required by the constitution. While I must be excused for saying that I do not think that your reply is at all satisfactory, or that you repel successfully the attack with the words that the cases are "not parallel," suppose we let the matter as between Dunsmuir and Martin rest where you put it and admitting that the cases are not analagous, let me ask how you reconcile your present attitude towards the fragment of an executive with the position you assumed towards the Semlin minority? That government was one short of being full from start to finish. An effort was never made to fill it up, and none of the ministers had been defeated upon seeking re-election. Yet one of the chief causes assigned for the dismissal of Mr. Semlin was his neglect to fill the fifth portfolio, and you approved of the attitude of the Lieutenant-Governor as being a perfectly "valid reason" for his action. Now, Mr. Editor, if Mr. Semlin was justly pillorried for his failure to play the ministerial game with a full hand, how much more is Mr. Dunsmuir to be blamed for trying to scoop the contents of the government pot with two short of a full hand? It seems to me that of Mr. Semlin was destroyed politically for a time for his failure, Mr. Dunsmuir should be wiped off the ministerial board forever, for his offence is greater by the ratio of two to one than that of his predecessor from Yale.

In what I have said in this and previous letters, I do not wish to appear as dictating or suggesting to His Honor a course of action, but I recall that you were persistent in your daily demand on Mr. McInnes to dismiss Mr. Semlin for the very thing that you attempt to excuse, palliate and condone on Mr. Dunsmuir's part, and I am curious to know how you can reconcile your attitude now with that of less than two years ago.

ELECTOR.

TRANSPORTATION NEEDED.

Resources of Similkameen Valley Discussed by Mr. McLean.

Mr. W. C. McLean, the railroad contractor, has just returned to Nelson from the Similkameen valley, where he has spent two weeks in carefully examining the resources of that country, and the feasibility of the so much-talked-of and needed Coast-Kootenay railroad into that district. Mr. McLean says: "I can not understand why any railroad company, knowing the resources and the easy grade to get into that country, has not built long before this, as it certainly is the easiest country to build a railroad into, that I ever saw in my life, with the exception of, perhaps, the pass through the Hope mountain, which I did not have the time nor opportunity of seeing. In fact, I have driven over the greater portion of the proposed route in a covered carriage, which is good evidence of the above facts.

"I spent several days near the new townsite of Ashnola, which is owned by the Similkameen Valley Coal company, limited, and can say without fear of contradiction from those who know, that this company has the greatest coal showing I ever saw. There are several large seams underlying the entire townsite. One of these seams is over 50 feet thick of fine, solid coal, a fine sample of which I have brought back with me.

"This company is developing their property with quite a large force of men, and will have thousands of tons of coal in the bunkers and blocked out by the first of the year, waiting transportation.

"The other resources of the country demand immediate transportation. Large herds of fine cattle, which are raised in that country now, have to be driven nearly 200 miles to market. Hay, grain, fruit and vegetables of the finest kinds and varieties are practically going to waste for the want of transportation, to say nothing of such well known copper and gold deposits as the Copper and Kennedy mountains, the silver and lead ores of Boulder Creek district,; in fact, nowhere in my travels around the world have I ever seen such gigantic deposits of mineral as I have seen in the vicinity of the Similkameen valley. In fact, it is absolutely a self-sustaining country, and with the advent of transportation, there will certainly be a great rush into that portion of the district. The climate is all that could be asked.

"As evidence of my sincerity as to the above, I am returning immediately to the scene of operations, to begin the construction of a business block for myself, and am also taking in teams and grading utensils, which will be used by me in that district."

HAS RECEIVED A CALL.

Rev. Dr. Wilson to Leave Victoria to Go to R. E. Theological Seminary.

On Sunday Rev. Dr. Wilson announced to the congregation of the Reformed Episcopal church that he was about to leave them; in fact, that on Sunday next he would preach his last sermon in Victoria. He explained that he had been appointed to the chair of "Apologetics," or "Evidences of Christianity," at the Theological Seminary of the Reformed Episcopal church at Philadelphia. This seminary was built through contributions of a wealthy lady of Philadelphia. It is a beautiful stone building, adjoining Christ church, which is built in architectural harmony with it.

The announcement of Rev. Dr. Wilson will be received with great regret by the community, as it was by the congregation of the church with which he has been connected since his arrival in Victoria six years ago. While working primarily for the church, he has taken a keen interest in all charitable and public undertakings, and his kindly counsel will be greatly missed. Dr. Wilson is an eloquent pulpit speaker. He expects to leave for Philadelphia on the 28th instant.

MINING IN ALTIN.

Mr. Delamare Says His Company Has Reached Bedrock.

Vancouver, Oct. 19.—(Special)—E. Jeanne Delamare, promotor and manager of the company organized in France to develop extensive hydraulic claims on Boulder creek, Atlin, has arrived in Vancouver from Atlin, having been a passenger on the Dolphin to Seattle. Mr. Delamare stated to the Colonist correspondent this morning that he was on his way to Victoria, where he would meet one of the Paris directors of the company, and together they would interview the government on matters connected with their operations in the North. In speaking of the company's progress with their Boulder Creek property, he stated that he reached bedrock on the 22nd of September, just as the water gave out, and they would be now unable to resume operations until June. The bedrock was tested, however, and found to be exceedingly rich, running from $3 to $5 per cubic yard. It had taken three months to reach bedrock, as they had to attain a depth of 47 feet, which meant the disposition of an enormous amount of surface matter. Now that the bottom had been reached, however, most of the dead work was behind them, as they would work their entire claim, a mile and a half long and a mile wide, from the exposed bottom ground. The current account for the three months' dead work totalled up $10,000 a month, and the entire expense of the undertaking to date had been about $100,000. He believed, however, that $40,000 a month could now be taken out of the claim with available water; so that the company would in about three months win back what they had invested. There was no trouble about water on Boulder creek. As the company had the whole creek, they interfered with no one, and during the season there was an ample supply.

AT OTTAWA.

Small News Notes from the Dominion Capital.

Ottawa, Oct. 19.—(Special)—Inquiry at the department of justice elicited the information that the claim of Mackenzie & Mann for $310,000 on account of the contract for the Yukon railway has not yet been referred to the Exchequer court.

With November shipments already ordered the total quantity of hay shipped from Canada to South Africa aggregates 106,000 long tons.

Sir Wilfrid Laurier and his colleagues returned to Ottawa on Wednesday.

The deficit on the Intercolonial railway for the past year exceeds a million dollars.

It is said that the government will introduce legislation to abolish exemptions on property under lease by it from this city.

The finance department had to secure in England a temporary loan of $2,000,000 to meet the increased expenditure.

END OF ALIX.

Famous Trotter Chloroformed to Save Her Suffering.

Providence, R. I., Oct. 19.—Alix, the famous trotting mare, whose record of 2:03¾ was not equalled until last year, was chloroformed today at the farm of her owner, former Mayor Sayles, of this city. The mare was stricken with paralysis about a month ago, and to save her from a lingering death she was humanely killed this afternoon.

BABY'S OWN TABLETS

All children in every home in the country need at some time or other a medicine such as Baby's Own Tablets, and this famous remedy has cured many a serious illness and saved many a little life.

Mothers insist upon having it because it contains no opiate or harmful drugs. It is purely vegetable, sweet and pleasant to take and prompt in its effect.

For Simple Fevers,

colic, constipation, disordered stomach, diarrhœa, irritation accompanying the cutting of teeth and indigestion Baby's Own Tablets are a certain cure. In fact, in almost any disorder common to children these tablets should be given at once and relief may be promptly looked for.

Never give the babies so-called soothing medicines which simply put them into an unnatural sleep.

These tablets are small, sweet, pleasant to take and prompt in action. Dissolved in water, they will be taken readily by the smallest infant.

They cost 25 cents a box.

You can find them at your druggist's, or, if you do not, forward the money direct to us and we will send the tablets prepaid.

The Dr. Williams Medicine Co.
BROCKVILLE, ONT.

News of the Waterfront

River Steamer Goddard Wrecked on Lake LeBarge and Three Lives Lost.

More Sealers Arrive—Garsdale Reaches Port—German Steamer Brings Nitre.

News of the wreck of the river steamer Goddard, a small sternwheel steamer, built at Bennett in 1898, on Saturday last, has reached this city in a private telegram, the contents of which were made public yesterday by Miss M. McDonald, secretary of the city school superintendent, the recipient of the message. The despatch, which was from her father at Caribou Crossing, read as follows:

Caribou Crossing, Oct. 15,
Via Ashcroft, Oct. 18.

Steamer Goddard wrecked on Lake LaBarge; three men drowned, Charles Edward among the lost.

A. C. McDONALD.

Charles Edward McDonald was masted of the little sternwheeler which has been lost, and according to this message, he has been lost with her. No news was received giving details of the wreck, for although another message was received by the Upper Yukon Consolidated company to the effect that she was a total wreck and her company of three were lost with her, the manner of the disaster was not described. It is presumed that, like the Florence S., which was lost in the Thirty-Mile river, she turned turtle during one of those heavy squalls Lake LaBarge is notorious for.

Capt. McDonald, the drowned mariner, was builder of the river steamer Anglian at Lake Teslin during the early days of the Klondike rush, when Frank Yorke and he packed in the heavy machinery for that vessel after an arduous trip over the Teslin trail from the Stikine head. He was the first to navigate the Hootalinqua with that vessel. He was born in Nova Scotia 27 year ago, was married, and leaves a wife and family in Seattle. Mr. A. C. McDonald, his father, is in the employ of the U. Y. C. company at Caribou Crossing. Two sisters reside at Victoria West. The Goddard was 60 feet long, and was a sister vessel of the Kilbourne. She was engaged in towing logs for the U. Y. C. company.

KOSMOS LINER.

Sesostris Arrives at the Outer Wharf from Hamburg via Ports.

The German steamer Sesostris arrived at the outer wharf yesterday from Hamburg via South American ports and San Francisco. From the nitrate ports of the South American coast she brought 350 tons of nitre for the Victoria chemical works, which was discharged at the outer wharf yesterday afternoon. The Sesostris encountered bad weather in her trip from the Golden Gate to Victoria, which occupied 65 hours. After discharging her cargo here she will leave for Nanaimo, where she will load bunker coal to such an extent that her hull will be placed lower in the water instead of standing up like a steel house, as she did on her arrival yesterday. After loading coal at Nanaimo, she will proceed to Tacoma and Seattle to commence loading for her return voyage to Germany via San Francisco and South America coast ports.

The Sesostris is one of the fleet of Kosmos liners which are giving monthly service between Hamburg and Puget Sound via a great number of ports of call along the southern coast. They load bunker coal for their return voyage to Germany at Nanaimo on each trip. This steamer which arrived yesterday is a modern cargo steamer, fitted with the most approved modern appliances for handling cargo. She had stubby steel masts, and is of metal throughout.

TEES ARRIVES.

Brings a Number of Victorians from the North.

Steamer Tees arrived last night from Naas and way ports, including Massett, where she was delayed in landing her freight, and being further belated owing to the fog, she did not reach Vancouver until Friday night. As stated in yesterday's Colonist, she had a full cargo, composed of 8,000 cases of salmon and 8,000 gallons of dog-fish oil for Victoria. The Tees brought down a large number of passengers, among them being: Gold Commissioner Valleau, of Omineca; H. Carmichael, Dr. Powell, C. V. McAdam, O. Harrison, of Massett; A. W. Vowell, Indian agent; Ashdown Green and C. R. Draney, the well known cannerymen of the Skeena.

Dr. Powell came over on the steamer Charmer, his son, Bert Powell, remaining on board the Tees. Mr. H. Carmichael, the provincial assayer, has been visiting the quarty properties of the Skeena river, particularly those at Kitselas canyon being developed by S. Arden Singlehurst, for a New York syndicate. Mr. A. W. Vowell, Indian agent, who left the Tees at Vancouver and returned last night on the Charmer, has been laying out sites for new Indian reservations in the Chilcotin district.

The Tees will sail North again on Monday evening at 11 o'clock.

SEALERS ARRIVE.

Casco from Copper Islands and Ida Etta and Allie I. Algar from Behring Sea.

More sealing schooners will reach port today. Yesterday morning a boat's crew from the schooner Casco, one of the Copper island fleet, came ashore and reported that their schooner had anchored off Sooke becalmed in the fog. In the boat's crew were H. Wilson, H. Gregg and W. Hannan, hunters of the Casco. They report that the Casco has taken 766 skins for the season, of which number H. Wilson had [illegible] to his credit. No news was given of the Dora Sieward, the only remaining vessel of the Copper island fleet to return from the hunting grounds across the Pacific. No news was brought of seizures, other than those of the Jap schooners Seisho Maru and Tenu Maru, which have been reported in these columns. It was a wonder, according to the returned hunters, that more of the Jap vessels were not seized, for many of them went close to the rookeries. Other than the nine men of the Tenyu Maru, headed by Charlie Diamond, none landed on the islands, as far as could be learned, for it takes some nerve to run chances of carrying away lead from a Russian soldier's rifle. Diamond and those with him of the Tenu Maru were taken to Vladivostock for trial.

The sealing schooners Ida Etta and Allie I. Algar are also en route into port. The tug Lorne on her arrival at the outer wharf yesterday afternoon, after towing the Garsdale into Esquimalt, reported passing two vessels off Bentinck island, where they were anchored. Both have small catches. The Ida Etta has 220 skins, which added to the 91 taken on the coast, will give her a catch of 311 for the season. The Allie I. Algar has 364, making a total catch for the season of 638 skins. She took 274 on the coast. The schooner Diana is reported to have 400 skins, which will give her a catch of 750 for the season.

GARSDALE IN PORT.

Cargo-Laden Sailing Ship Arrived Yesterday from England.

The British ship Garsdale arrived at Esquimalt yesterday afternoon in tow of the tug Lorne, 137 days from London, with a cargo of general merchandise for Victoria and Vancouver, and including 25 tons of naval stores to be landed at Esquimalt tomorrow. She is expected to come around to the outer wharf on Tuesday. The Garsdale had an uneventful trip, nothing happening of interest from the time she towed out of London until she arrived at William Head yesterday morning.

The tug Lorne, which brought the Garsdale, reports that a southeast gale was raging off the Cape, which gave the salmon ships Blytheswood and Havila and the lumber ship Admiral Tegetthoff a good start on their way. The Lorne sighted a bark, a barkentine, a brigantine and the fishing schooner Reef of Seattle, all in-bound, and two Victoria sealing schooners were seen near the Race.

SULPHITE COMBINE.

Canadian and United States Manufacturers form New Company.

Boston, Oct. 19.—The understanding that yesterday's meeting of sulphite manufacturers of the United States and Canada here was for the purpose of combining their interests, was confirmed today. The new company is to be known as the United Box, Board & Paper company, and will be capitalized at about $10,000,000. This will be represented by preferred stock, which will be given the owners of the several paying plants. The valuation is to be based upon the average earning capacity of the mills, for the past three years. Unproductive mills will be paid for in common stock.

Chinese Feed The Dead

Periodical Ceremony Carried Out at Ross Bay Cemetery on Sunday.

Many Express Loads of Porkers Offered to Those Who Cannot Eat.

The ceremony of "feeding the dead," was held at Ross bay cemetery by the Chinese on Sunday. Every three months the dead are fed, or to be more accurate, have food carried to where they lie beneath their grassy plats in Ross bay until such time as their bones bleach and are gathered up for shipment back to China. According to the Chinese belief the dead must be fed, although four meals a year are accounted sufficient. To this end an altar with its picturesque chimneys on either side of its table-like cement platform, has long since been built in a corner of the cemetery given over to the Chinese. In the old days this ceremony of feeding the dead attracted canoe after canoe from Discovery island's rancheries, and from near and far, for the Siwash had become acquainted with the strange ways of the heathen Chinee in bringing large porkers, each done to a turn and looking appetizing to the Siwash palate, to the cemetery and leaving them on the altar for the dead. Thinking that the living Siwash had better appetites than the dead Chinese, the natives had borne away the pigs, ducks, etc., and the dead Chinee had been left to starve in their graves. Now the Chinese are allowing the good things to remain on the altar, but sufficient time to let the dead know they are there, and then bear them off to Chinatown again, and the living feast on the foods that have been offered to the dead.

Sunday was the day set for this periodical ceremony, and early Sunday morning processions of hacks and express wagons started for the cemetery, the hacks carrying the celebrants of the ceremonial, and the express wagons laden with the well-browned pigs, the ducklings, fried chickens, and other viands, not excepting the wicker-bound bottles of Chinese gin. Arrived at the cemetery the Chinese spread perforated papers about to keep the evil spirits busy—these spirits are supposed to play tag with each other through all the holes of the paper—and fires were lighted in the gaps of the chimneys, then red, blue and gold papers were tossed into the fire in bundles, each paper being representative of money that was being burned that it might reach the dead friends and relations. Then joss-sticks were set up about the headstones, and on the grassy mounds where the dead reposed, more fires were lighted, cigarettes spread about the grass, apples and cakes strewn about, the earth moistened with libations of gin, and the altar's square platform spread like a banquet table with the pig in the centre, and the other viands and bottles around about. It was a feast for the gods—for all kinds of gods, bad, good and otherwise, and for those the gods guarded.

One by one the Chinese kow-towed to the well laden altar, and more punks were burned, gin and eatables strewn about, and then the dead having had ample opportunity to eat, the eatables were packed up again and carried over to the waiting expresses. Then the party hurried back to Chinatown, where, having offered a feat to the dead, the living finished up the day banquetting and merry-making. Incongruous, without doubt, but such is the Chinese way. First they carry out the ceremonial of feeding the mourned dead, and then celebrate over the festive board laden with the same food a short time before offered to the dead.

All morning on Sunday processions of hacks went to the ceremony and until late in the afternoon they were going and coming, and with all the parties following that which went first, the mode of procedure was practically the same—and thus were the Chinese dead fed on Sunday.

QUARANTINE RAISED.

Port Townsend, Wash., Oct. 19.—The quarantine regulations which have been in force against Alaska since the 10th of last May will be raised today. Dr. Foster states that smallpox has disappeared at all points along the Alaskan coast, and there are few if any cases among the Indians.