

**B. C.'S SALMON FLEET.**

**Vessels Under Charter to Convey the Cannery Output to the British Market.**

**More Sealers Home—The "India's" Cargo—Str. "Maude's" Arrival—Cutters Returning.**

So far as known, the fleet which this year is to carry British Columbia's salmon output to the British market have all been chartered and, with but two exceptions, have arrived. There are seven ships in the fleet, representing a total tonnage of 8,757 register, and of these five are to load at least a portion of their cargoes at this port, the others receiving their consignments on the Fraser. The Danish ship Terocera, (1,023 tons, Capt. Holm) loads for Liverpool on the Fraser, on Robt. Ward & Co.'s account; the British bark Glenleith (914 tons, Capt. Bond), under charter to H. Bell Irving & Co., which takes its cargo for Liverpool, also receives her salmon on the Fraser; while at the other wharf the British bark Embleton (1,196 tons, Captain Gronow) is now loading for the same British port on R. P. Rithet & Co.'s charter. The British bark Oriole (1,708 tons, Captain Stewart), which loads both at Victoria and on the Fraser for London on Robt. Ward & Co.'s account, and the British bark Snowdrop (556 tons, Captain Foster), which according to R. P. Rithet & Co. charter loads at Victoria for London, have yet to arrive. The former is now out 64 days from Singapore, while the latter is coming from Arica, Peru. Loading for Liverpool on the Fraser, the British bark Glenleith (2,193 tons, Captain Stevenson) which has been chartered by Balfour, Guthrie & Co. The only other of the fleet is the British bark Natuna (1,137 tons, Capt. Fretwell), which loads for Liverpool on account of Robert Ward & Co. She commenced loading naval stores in Esquimalt yesterday, and when these are all aboard she shifts to the other wharf, and afterwards goes to the Fraser river to complete her cargo.

**SEALERS RETURN HOME.**  
There is a large fleet of vessels for Victoria now waiting in the Straits for a favorable breeze to bring them to port. Three of the number are sealers hailing from the Copper Island coast which have been beflagged and becalmed for the past few days. One is the well known Casco, Capt. C. Blanco, four of whose crew—M. Ryan, Geo. Roberts, Sam Turpel and A. Gillman—found their way home in the thick fog Thursday evening. Their schooner they left behind somewhere in the vicinity of the Cape Horn, and the Diana, she being home a catch of 1,020 skins to the Diana's 1,090 skins. These later arrivals bring no news more recent than that reported by the Director on her arrival early in the week. Like the vessel, both the Diana and the Casco experienced bad weather, and report a scarcity of seals. She spoke the schooner Geneva with 621 skins and the Fortuna with 700, but of the fleet off the entrance to the Straits could be distinguished, she being the American Girl from San Francisco. Two of the fleet, however, are large four-masters.

**BACK FROM THE COAST.**  
Shortly before noon yesterday the C. P. N. steamer Maude, Capt. Roberts, which made a special trip for the Tees while the latter was north for salmon, returned from the west coast, having experienced very foggy and smoky weather. She was full of freight and passengers upon her arrival, some thirty people being brought on different points on the coast, while as cargo the vessel had seven head of cattle, several tons of miscellaneous freight, and 600 cases of salmon from Clayoquot, representing the entire pack to date. The two canneries situated on the coast have had poor success this year, and with the new one located at Nootka, it seems as if the season is going to be an utter failure.

**THE "YAQUINA'S" CLOSE CALL.**  
A San Francisco special says: The Pacific Coast Steamship Company's steamer Yaquina had an exceedingly close call on her recent voyage down the coast from Seattle. Some time ago she went to Alaska with combustibles, and, after discharging, proceeded to Seattle for coal for this trip. She had been out from Seattle but a day or two when it was discovered she was leaking badly. It was soon found that the hold was filling faster than it could be emptied, and the next order was to jettison the cargo. At the same time the steamship Yaquina was headed for the coast. After much of the coal had been thrown overboard, the Yaquina was found to be light enough to keep afloat with the assistance of her pumps.

**CUTTERS COMING BACK.**  
It is about time for the return of the fleet of United States revenue cutters now in Behring sea, says yesterday's Post-Intelligencer. Capt. B. F. Munger, of the revenue cutter service, received a letter from Capt. Hooper, in charge of this Coast, informing him of the intended return of the fleet within the next two weeks. All will leave about September 15 save the Grant and Wolcott, which will remain until November 1. The Wolcott will be stationed at Sitka until November 1.

**DEEP WATER TONNAGE IN DEMAND.**  
The demand for deep water tonnage is on the increase, says the San Francisco Call, and in consequence a number of vessels are in their way to that port in ballast. Tramp steamers have relieved the glut in a measure, but still the shippers of wheat and barley are anxious to secure more vessels. Rates have advanced to \$1.85, and disengaged vessels are asking \$1.10, and the chances are that the end of the week will see an advance on even that figure.

**THE "INDIA'S" INWARD CARGO.**  
The R.M.S. Empress of India sailed from Yokohama for this port on the 11th instant. She has on board 35 saloon and 20 steerage passengers. Her cargo consists of 1,003,900 lbs. of overland freight, of which 32 tons are silk. She has 150 tons for Victoria and 50 for Puget Sound points. She is expected to arrive about Tuesday.

**MARINE NOTES.**  
The steamship Danube, Capt. Meyer,

sailed for Northern British Columbia ports last evening, carrying among her passengers the following: Mrs. Corker, Rev. Mr. Gard and wife, Miss Falconer, Mrs. Osterhout, Rev. Mr. Stevenson, Mrs. Smith and family, H. D. Morton, Mrs. Rudge, Hon. P. O'Reilly, Ashdown Green, L. B. Hamlin, Dr. Bolton, H. Anderson, T. Callan, and Mrs. Trenton. On several recent trips the California steamships inward bound have had very light passenger lists for Victoria, and the City of Puebla, arriving here from San Francisco yesterday afternoon, was no exception. Her entire saloon list for this city did not number more than half a dozen. She brought in the way of freight shipments for this city 95 tons, composed largely of fruit.

The Oregon-Asiatic liners Chittagong and Monmouthshire have finished their discharging and commenced loading return cargoes at Portland. The Chittagong will probably sail to-day, but on this occasion she will not call as customary at Victoria. The "Shire" is expected to leave Portland to-morrow. Another large consignment of destitute Cook Islanders arrived on the schooner George W. Prescott on Thursday. There are twenty-five in all, and the number but three brought downland gold dust. One had \$160, another \$100 and a third \$75. The Sophie Sutherland will sail again for Cook inlet on Saturday.

The steamer Wellington passed out yesterday with opal from Departure Bay for San Francisco.

Either to-day or on Monday the bark Drumcliffe tows to Vancouver with cargo for that port.

**STRANGER THAN FICTION**

**IS THE TRUTH CONCERNING JOHN GIBBONS, OF EAST LONDON.**

**He Was Tortured With the Pains of Sciatic Rheumatism—Tried Doctors, All Sorts of Medicines and Went to the Hospital—Vain—Dr. Williams' Pink Pills Cured Him When All Else Had Failed.**  
(From the London Advertiser.)  
There are two things in this world which Mr. John Gibbons, a resident of Queen's Avenue East, will henceforth place implicit confidence in. One is the judgment of his wife and the other the curative qualities of Dr. Williams' Pink Pills. In his case the two went hand in hand. Mrs. Gibbons thought of the remedy, the pills did the rest, and to-day Mr. Gibbons is a well man where last fall he was virtually a cripple. An Advertiser reporter called at the house the other evening and was met at the door by Mr. Gibbons to whom he told the object of his visit, and was cordially invited to sit down. Mr. Gibbons, who seemed comfortably seated in his armchair, asked the reporter to sit down. Mr. Gibbons' whole body seemed to be aching, but he showed for many and many a hard earned dollar spent in useless drugs. As Mr. Gibbons was busy showing the bottles and desecrating upon the impotency of the medicines he had contained, the reporter had an opportunity of marking the personal appearance of the man. His speech betrays his English birth and his face still bears the mark of suffering, but his frame is erect, his step light and elastic, and when he tells you that he can work now with any man, you cannot help but believe him. He is 29 years of age and was born in Bow Road, Stratford, England. He came to Canada in 1882 and located at Galt, where he is well and favorably known. He worked for the Hon. Mr. Young, member of parliament, for a long time and seven years ago he married Miss Alice Mann, also of Galt. After Mr. Gibbons removed to London he settled down near the river shops and did very well, always having plenty of work and always having the strength to do it. He cared nothing about a wetting until one day a year ago he took an acute attack of sciatic rheumatism following what he called a "cold" in his back and feet. "I lay down on this day," said Mr. Gibbons, in telling his story, "and night and day suffering terrible agony, could not get up a step and my wife had to help me up from the floor. It then apparently hit my back and got in to my hips. Doctors came here to see me. They gave me prescriptions but none of them seemed to do me any good. The neighbors could hear me all over Queen's Avenue when I would get an attack of the pains. Last of all I was taken out of this place in a hack and taken to the hospital. I remained there about three weeks and the doctors did what they could for me but could not give me any relief. At the end of three weeks I came home again suffering as much as ever. My wife got hold of a number of pamphlets which told of a number of remarkable cures by the use of Dr. Williams' Pink Pills, and we determined to try them. I took about three boxes and felt myself getting a little easier. I took thirteen boxes altogether, and it is over two months since I felt the least suggestion of pain." "Do you feel that you are entirely cured?" "Yes, sir, I can go out and do a day's work just as I ever could. I feel perfectly strong and have a good appetite." "No, I don't want another attack of sickness like that," said Mr. Gibbons, as he lighted the reporter to the door.

Mrs. Gibbons was not at home on the occasion of the reporter's first visit. Subsequently he called on her and received an entire confirmation of Mr. Gibbons' story. "He was home all last summer," said Mrs. Gibbons, "and last August the pains were so severe as to bring him down on his knees, and to save himself he could not get up. It had to lift him off the floor many a time. He seemed powerless. The bottles he showed you had almost all of them been repeatedly filled so that a number of bottles have been required. The amount of medicine taken. Before he took the pills," concluded Mrs. Gibbons, "I thought my husband would never be able to stand upright again. But now," she added in parting, "he is as well as ever he was."

Dr. Williams' Pink Pills create new blood, build up the nerves, and thus drive disease from the system. In hundreds of cases they have cured after all other medicines had failed. This establishes the claim that they are a marvel among the triumphs of modern medical science. The genuine Pink Pills are sold only in boxes, bearing the full trade mark. Dr. Williams' Pink Pills for Pale People. Protect yourself from impostors by refusing any pill that does not bear the registered trade mark around the box.

**THE CITY.**

**Mr. W. J. ALEXANDER, of this city, has just completed a stirring campaign song, to march music, which will be entered in competition for the New York World prize.** Bands and musicians are decidedly catchy and attractive.

This year's crop throughout the Saanich district appears to be an exceptional size and fine quality. A large portion of the crop finds a local market, but there will also remain some heavy consignments for England, where they cannot but advertise the province advantageously.

RESIDENTS of Victoria West, after waiting patiently during three months for the city to restore the communication destroyed by the Point Ellice disaster, are circulating a petition requesting at least a free ferry until some sort of a bridge is completed. The general opinion of the city is in favor of the petition, and the Western suburb appears to be that had the council been able to its duty such a ferry would have been provided long ago.

The charge brought by H. Pinckney, mate of the sealer Beatrice, against Captain Jones, representing the charterers of the sealer, was heard yesterday in the provincial police court. The complainant of the charge, who is a well-known resident of the Western suburb, appears to be that had the council been able to its duty such a ferry would have been provided long ago.

The fifth anniversary of the local organization of the Epworth League occurs to-morrow, but it is intended that the anniversary ceremonies shall extend over the following day also. Rev. Dr. Martell, of this city, will be here on Sunday to conduct special services. He will occupy the pulpit of the Metropolitan Methodist church morning and evening. Prior to the morning service an experience meeting will be conducted at 10 o'clock in the lecture room of the church, while at 6:15 p.m. a special prayer meeting will be held in the same place. The anniversary meeting of the society takes place in the lecture room on Monday evening.

The Sir William Wallace Society's open meeting last evening was well attended and a very interesting programme was given. Miss Telfer opened the meeting by playing "Benedict, Deus, Dhru" on the bagpipes to the delight of all. Songs by Messrs. Ross and Russell and Miss Telfer followed. An interesting part of the programme was Mr. James Dean's lecture and talk on Ethnology. Mr. Dean has been busy carrying off the bronze medal, the highest award, and his exhibit was placed in the permanent art gallery at the World's Fair in Chicago. South America, Australia, and other countries were his competitors. A description of the total exhibit was given by Mr. Dean and the medal and diploma, which he had just received, were shown to the members. Amid Lang Syne closed the meeting.

**THE POTLATCH QUESTION.**

**TO THE EDITOR:**—In your semi-weekly edition of August 24 you publish a paper read at the Toronto Missionary Conference by Rev. Mr. Stone of Comox, in which he states: "Young men who are respected by those of Victoria who know them, and do not conduct themselves with due propriety in the town, are being expelled or compelled to honor one of the potlatches by feasting on a dog which has just been killed in a most cruel manner." When Mr. Stone says "young men" does he mean white men? I have been asked by several people who have the parties are. If so, will he be man enough to give names. I can account for all the young white men within twenty miles, at the time of the occurrence, but one was in Victoria. Another, my assistant, was not away from this station. Another, one of the government fishermen, can answer for himself—I don't know what he was, but I hardly think he eat dog—it was, but I hardly think he was present on his own business—he will answer for himself.

Mr. Stone leaves it to be inferred that they were young white men; at least one of the potlatches was held at my subject thinks so. Mr. Stone is a possibly mean young Indian who are respected, etc., etc.; but in part of his speech he says of the potlatch, "it entitles the mind, exacting homage from even those who are looked upon as civilized."

Mr. Stone does not say how the dog was killed. The live dog was torn to pieces by the Indians with their teeth, and the dog was killed in the Potlatch tribe for 17 years previously, and was done on this occasion principally to show their dislike and contempt for Mr. Stone and his ways.

I shall be glad if you will insert this that people may hear and see no young white man eating dog down here. Anyone who will cast slurs and slander young white men (always behind their backs), and then eat his own words and send others to deny his words and accusations, is, in my opinion, more likely to eat dog or worse than anyone in this part of the country.

**A MESSAGE TO MEN.**  
Proving that True Honesty and True Philanthropy Still Exist.  
If a man, who is weak, nervous and debilitated, or who is suffering from any of the various troubles resulting from excesses or overwork, will take the time to read this, I will send him confidentially and free of charge the plan pursued by which I was cured. It is a matter of fact that I was cured of my nervous debility, loss of vigor and organic weakness. I have nothing to sell and therefore want no money, but as I know through my own experience how to sympathize with such fellows, being to be able to assist any of the prevalence of quackery, for I myself have been misled and imposed upon until I nearly lost faith in mankind, but I rejoice to say that I am now perfectly well and happy once more, and am desirous to see known to all. If you will write me your name and address, I will send you my troubles. Absolute secrecy assured. Send 5c. silver to cover postage and address, Geo. G. Strong, North Rockwood, Mich.

**AUTUMN DAY'S SPORT**

**"Capital's" Have Still a Chance for the Coveted Lacrosse Championship.**

**Y.M.C.A. Regatta a Great Success—The Road Race to Sidney.**

By defeating the team sent out from Westminster yesterday, in the last series match of the season, the Capitals have still a living chance for the championship. Everything now depends on the outcome of the tie match between the Royal City representatives and the Vancouverites, the latter having already 5 wins to their credit with this undecided event still on the list, while Victoria, also with five wins, has no more playing in prospect except in the event of a draw being decided on between the two teams at Westminster. Should the losers of yesterday prove victorious when next they meet Victoria and Vancouver will each then have five games to the good, and then for the tug-of-war.

Yesterday's game, while interesting from start to finish, was not remarkable for brilliancy on either side. On the other hand, it was an object lesson in clean play, the victors being content to disgrace themselves and inflict telling blows on the game and their opponents at the same time. Mr. W. E. Ditchburn Martell, of Victoria, was the only one behind the flags and the referee was published yesterday, but for the exception that Norman played goal for the Capitals and K. Scholefield replaced George Tit in the centre position. The winning goals were scored—first, second and third—all for Victoria, in 9 1/2, 26 and 5 minutes respectively. Then the visitors waked up and went to work, taking the fourth and fifth games in 5 and 6 1/2 minutes. The sixth game started with 18 1/2 minutes to play. There was no further score, however, and the match ended, as all the games should in which Victorians take part, in a win for the home combination.

The protest made by the Capital lacrosse club against A. E. Suckling, of the Vancouverites, on account of alleged unfair play at the match between Vancouver and the Capitals on September 4 at Brockton Point, was dismissed last night by the executive of the Lacrosse Association on a technicality. The meeting was held in the Y.M.C.A. rooms, the president, Dr. J. D. Helmcamp, in the chair. Mr. E. E. Blackwood was the other delegate from Victoria. The Vancouver club was represented by Messrs. E. A. Quigley, C. B. McNeill and D. Smith; and Westminster by Messrs. Cheney, J. Mahoney and F. Steele.

**THE OAR.**  
Yesterday afternoon the last—of this season—of Y.M.C.A. monthly regattas was held on Victoria Arm, being the successful termination of a very successful year. The races were started sharp on time and were run off well, the regatta being concluded by about 5 o'clock. A great improvement in the rowing has been noticeable during this season, and the efforts of the Association to foster and develop this splendid sport among its members cannot escape the notice and commendation of all interested in aquatic sports.

The introductory race was the first heat in double sculls between W. and L. York and R. Lorimer and F. Robinson, which was won by the latter crew. In the second heat A. Peden and G. Donaldson defeated W. Peden and Johnson, and they also won the final heat from Robinson and Lorimer.

**THE TURF.**  
THE AUTUMN RACES.  
The entries closed last evening for the British Columbia stakes to be run for at the Driving park on Saturday, Oct. 17 next, the second day of the fall meeting. Although one or two of the biggest local entries were not represented, the entry list is a very good one, and the provincial bred horses having been nominated for this event. Most of them are already in active training, and the entries will be put in preparation immediately. It is heartily to be regretted that the racing season, which is a great sport that local owners have responded so willingly to the efforts of the management of the Driving Park to put on a proper basis in this city, and if the other members of the well the autumn meeting will be most successful. Accurate training reports of the work done by each candidate will be published frequently, and many of the horses entered will be watched with the solicitude of a Derby candidate.

**DEMING AND WOLFF THE WINNERS.**  
By arranging simultaneous amateur and professional races over the same course, a test was had yesterday of the relative strength on the road of Albert Deming, the professional champion of the province, and Ernest A. Wolff, of the present team. They met the others in the struggle for the honor of establishing a record for the course last virtually by Fred Humber, mounted on a heavy road

wheel entirely unsuitable even for road racing, surprised his best friends as well as everyone else in the running—it is not unlikely that he surprised himself. The course was straightway from the city to Sidney, a distance of about 18 miles, and for this distance a mark of 1:07.15 was made by Deming, and an amateur record of 1:07.30 by Wolff.

The races were marked by no serious accidents; the road was in A1 condition; through the relative position of railway and road the spectators from the city were enabled through the courtesy of the railway company to watch the race at its most interesting stages from the comfortable vantage ground of the luxurious Pullman passenger coaches. From the spectators' standpoint a better course for road racing could not be asked for. When the people become acquainted with the facilities at command of the railway company in this regard they will, no doubt, extend liberal patronage to future contests on similar lines. In many ways a road race is more interesting to the general public than a track event, inasmuch as it is more of an unknown quantity; the popularity of this branch of sport cannot but be increased with each successive race if all are like that of yesterday.

The start was made from the V. & S. depot on Hillside avenue sharp at 2:05 o'clock, although there was an interval of several late comers among the riders and these were shut out of the racing by their own tardiness. For the professional race the starters were Deming and Levy; and for the amateur, Wolff, Humber and Hunter. The two classes rode in company, Humber and Wolff leading the veteran, and Wolff also taking his work from the Wellington. A fine first railway crossing Deming was riding in front—making the pace on a road he had never seen before—with Wolff second and Humber third, the trio having shaken off the others thus early in the game.

At the Royal Oak, the roughest five miles of the course having been covered in 14 minutes, the three were still together, and at Saanichton (12 miles out) Deming and Wolff had not yet shaken off the lad who carried the good wishes of the crowd. The train reached Sidney just in convenient time for the finish, for which the long stretch from the main road is an ideal course. Humber unlooked fell at the turn half a mile from home, and though he pluckily remounted he could not make up the distance. Wolff had gained upon him in the interval. Deming crossed the line first, winning the professional event in 1:07.15, his rival Leroy finishing in 1:07.21. Wolff led Humber home by a few seconds in 1:07.30. Humber, who had stopped to investigate the contents of a friendly orchard, completed the distance in 1:42. There being but one prize in the professional class (\$15), Deming held it all to himself. The amateur prizes—articles of utility as well as value, valued at \$10 and \$5—went to Wolff and Humber, first and second in their race, and Wolff also secured the box of cigars constituting the lottery prize, in which all trusted with equal faith to "blind luck."

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**"Missing Link" Mineral Claim**  
Situating on Mineral Creek, Albern District, north of the Alberni and Victoria Mineral Claims. Take notice we George Alan Kirk, Geo. Brown, Free Miners Certificate No. 6228, and George Brown, Free Miners Certificate No. 6229, in accordance with the provisions of the act, hereby give notice that we have filed a certificate of improvement for the purpose of obtaining a Crown Grant of the above claim. And further take notice that section under section 27 must be commenced before the issuance of such certificate of improvement.  
Dated this 12th day of Sept. 1896.  
(Signed) GEORGE ALAN KIRK, GEORGE BROWN.  
2621 sw 62

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THE WAY TO A MAN'S HEART

Is through his stomach, so if you would have your husband cheerful, loving and kind, do your baking with

**White Star Baking Powder** WHICH ALWAYS PRODUCES PALATE-PLEASING PASTRY.  
At the Canteen field, Esquimalt, yesterday the team that equit from the city to represent the United Ban's on the cricket field were defeated by the Navy eleven on a score of 141 to 100.