The Colonist.

MONDAY, NOVEMBER 29.

Published Every Monday and Thursday by The Colonist Printing & Publishing Company, Limited Liability.

W. H. ELLIS, - - - - MANAGER.

TERMS:

THE DAILY COLONIST.

Published Every Day except Monday

Per year, postage free to any part of Canada.....$10 00
Parts of a year at the same rate.
Per week, if delivered..... 20

THE SEMI-WEEKLY COLONIST.

Per year, postage free to any part of the Dominion or the United States..... $1 50
Six months..... 75
Subscriptions in all cases are payable strictly advance.

ADVERTISING RATES.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business, Government and Land Notices—published the following rates, per line, solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:

More than one fortnight and not more than one month, 60 cents.

More than one week and not more than one fortnight, 40 cents.

Not more than one week, 30 cents.

No advertisement under this classification inserted for less than $2.50, and accepted other than for every-day insertion.

Theatrical advertisements, 10 cents per line each insertion.

Advertisements unaccompanied by specific instructions inserted till ordered out.

Advertisements discontinued before expiration of special period will be charged as if continued for full term.

Liberal allowance on yearly and half-yearly contracts.

WEEKLY ADVERTISEMENTS—Ten cents a line solid nonpareil, each insertion. No advertisement inserted for less than $2.

TRANSIENT ADVERTISING—Per line solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line each insertion. No advertisement inserted for less than $1.50.

Births, Marriages and Deaths, $1.00; funeral notices, 50 cents extra.

Where cuts are inserted they must be ALL BEVAL—not mounted on wood.

VANCOUVER:

Branch Office of THE COLONIST, 609 Hastings Street. A. GOODMAN, Agent.

THE BRITISH RACE.

Several persons besides our correspondent, whose letter appeared in yesterday's COLONIST, have drawn attention to the editorial paragraph in the Times regarding the nationality of the men who fell at Dargai. Expressions of regret have been made that a paper controlled by a Canadian senator should seek to disparage the courage of British soldiers, the Scotch excepted. No one denies to the sons of Scotland the fullest possible meed of praise for their valor. It needs no laudation, for its story is to be found on every page of British history. But this is not true of Scotchmen alone, and every Scotchman worthy of the name will promptly admit it. The men who were born North of the Tweed have no monopoly of courage. The records of battle show that the sons of Erin have never flinched when the carnival of death was at its height. We have never heard that the men of Wales shirked their duty, and it is history that the lads reared in the English counties of pure English stock were always of the stuff that heroes are made of. But it is neither to Englishman, Welchman, Irishman or Scotchman that we must look if we would find the most who have born the meteor flag to victory on land and sea; but to the mixed progeny of all the races of the British Isles. In the blood of Tommy Atkins flows a strain of that which filled the veins of the men who fought under Boadicea, of the conquering Romans, of the fierce Picts and Scots, of the Danes, Normans and other sea-rovers from the North, of the Saxon, the Jute and the Angle, whose prowess was more than imperial Rome could overcome. He may not be able to trace his pedigree to any race in particular, but he is what we mean when we talk of a Briton. And while he does not go round seeking a quarrel, he has the trick of knowing how to take care of himself in one. The man whose ancestors for two thousand years have lived on the heather, the man who cannot find an ancestor who did not call himself an Irishman, he who is so much a Welchman that his family record appears like a miscellaneous collection of l's an w's, the fellow whose fathers were handed over with the land by William the Norman to one of his captains—each and all of them may be good fighting stuff, and there is no doubt about it; but so too is the composite descendant of all the races that have peopled the United Kingdom, and this is the class that predominates in the British army and navy.

We are very sorry that the Times felt called upon to make the insinuation above referred to. There is no justification for an attempt to exalt one section of our people at the expense of another, and anything tending to do so is in wretched taste.

THE GOSPEL OF LOVE.

A COLONIST reader asks what we mean by saying that love is the characteristic feature of Christianity. We thought this was made plain in the general review published last Sunday; but if it was not we may add that in none of the other great religions is man taught that he may "cast his burden on the Lord," to quote an ancient and very widely experienced writer. None of us, no matter how carefully he may live, can avoid errors. Even if our own lives are ordered in the most careful manner, the mistakes of others may give us pain and perhaps cause us to be confronted with apparently insuperable difficulties. Every one knows this, for it is universal experience. None of the religions except Christianity teaches that there is any escape from the consequence of errors. We carry the burden of our errors with us always, so far as those religions are able to see. Christianity, on the other hand, tells us that the relation of God to man is one that makes it possible for us to secure forgiveness for sin and the consciousness of divine favor.

This, we say, is the teaching of Christianity. It is a matter that cannot be proved by argument, any more than you can prove by argument that acid will color litmus paper red. Experiment alone is of any use. Christianity says to mankind: Try the remedy for error offered in my teaching; it is not a matter to be argued over, not something that can be demonstrated by any process of philosophical reasoning, not something that some one else can do for you; but a matter for personal test. To prove that God is love, Christianity says test Him. The test, it says, is simple. It can be made as easily by the child as the philosopher.

What we say is that if this is true, it is the greatest truth in the world. The human mind can conceive of no greater truth. Further, we say that in no other religion is this taught. People may not like the word salvation, for there has been so much cant used in connection with it; but every one will admit it to be a highly desirable thing to get in perfect harmony with the Power that rules the universe. Christianity says that this can be done and tells us how to do it. This is the gospel of love.

LESSONS OF THE PAST.

East of the Jordan lay what the Israelites called the land of Bashan. Not very much is known about it; but extensive ruins testify to the fact that it was once peopled by a race which built on a gigantic scale. It the time of the Israelitish invasion the country was well populated. East of Bashan, in the heart of what is now a desert, stood Palmyra, a city celebrated for its architecture and said to have been built by Solomon. South of Bashan stood the city of Petra, a great trading mart in the early days of the Christian era. East of Palmyra is the Euphrates valley where stood Babylon and Nineveh, and we have lately seen that beneath the site of the latter city are remains which attest an antiquity of at least ten thousand years. Across the Red Sea from Petra we have the ruins of ancient Egypt, which proved that at least seventy centuries have elapsed since the earliest of them were built. Throughout Arabia are many remains of cities, showing that in what is now a desolate land there was once a busy population. The most cursory study of these remains of ancient days establishes the fact that all this region was once densely populated. There was doubtless a high state of civilization, different from ours, but in some respects quite as highly organized. The story of Joseph in Egypt, which is only a scrappy narrative intended to bring out one point, shows that in Egypt there was an elaborate social and governmental fabric. The same thing must have been true of the whole region now under consideration. The ruined cities prove this. Granting that all the great structures were erected by slave labor, as was probable, we must infer from this a social condition which rendered wholesale slavery possible. Men do not willingly submit to slavery. There must therefore have been a social and political organization powerful enough to keep the slaves in subjection. Moses led six hundred thousand men, besides women and children, and a great miscellaneous multitude not Israelites, from Rameses towards the Red Sea. If we estimate according to the ordinary rule, we may infer that this six hundred thousand Israelites represented three millions of people, and possibly the multitude following them would swell the number perhaps to four millions. There is no reason to suppose that there were not other slaves in Egypt besides the Children of Israel. It is therefore evident that the political constitution of that country must have been very complex and solid to make the enslavement of so many millions possible. This calls for not only a king, but for a powerful ruling class; it means the maintenance of an immense armed force, although possibly, as we have seen was the case in the Southern States of the American Union, a prolonged condition of slavery rendered the slaves comparatively easy to control. The Israelites were in Egypt for upwards of four hundred years, a long period and sufficient to breed the instincts of slavery in them; but this only puts back the time when the constant exercise of force was necessary to keep them in subjection. What was true of Egypt was true of the other portions of the region above indicated. Hence we may regard it as established that over a long period of time there was in Southwestern Asia and Northeastern Africa a highly cultured and well organized series of communities, wealthy beyond computation and very numerous in point of population. This in its turn called for a vast supply of food, clothing and all other necessities of high civilization.

The fact that such a city, as Petra appears to have been, could have been maintained in Arabia Petrea as late as the earlier centuries of the present era shows that the conditions favorable for the maintenance of a large population continued to exist until what, in comparison with the founding of the civilizations above referred to, are modern times. These conditions were cultivability of the soil, abundance of water, which in its turn implies forests and extensive commerce. These conditions do not exist now, and as there is no evidence of any time when they suddenly terminated, the inference seems to be that there was a gradual cessation. There appears to be proof of successive eras of civilization in this part of the world, which seems to establish the occurrence of great climatic changes. We may accept it as certain that during a period of at least ten thousand years periods of decline and fall of nations, such as have occurred during the last twenty-five centuries, followed each other. The commonly accepted idea is that three or four thousand years at the outside will cover the progress of mankind since the Noahic deluge, and that behind that there is really nothing at all to be learned. Some overwise people reject the deluge story entirely, but there is no greater folly than that which jumps at the conclusion that all the stories of the past are necessarily fables, and measures everything in the half-bushel of our limited modern experience. Much of what is called infidelity has its origin in this refusal to believe the things recorded in the Old Testament as possible, and it is augmented by the persistence with which religious teachers claim literal accuracy for every account, no matter how much it may appear upon its very faceto be clothed in all the luxury of Eastern imagery. To the first class the idea of an Eden from which man was driven and out of which he was barred by a flaming sword is too childish for consideration, but the other class insists on everything from snake to angel; a deluge destroying nearly all mankind is beyond belief by the one, while all the particulars just as related in Genesis are insisted upon by the other; that the experience of Job can have occurred to any one is denied by the first class with a downrightedness equalled only by the downrightedness with which the other insists upon the whole story, boils and all, being accepted as literally true. When, however, we get a little familiar with the records contained in prehistoric ruins, we begin to realize that some at least of the things which are described in Hebrew lore may be highly wrought accounts of events of which only traditions remained. Read in the light of such discoveries, the Old Testament scriptures take on a new meaning and a new interest. How many people have stumbled over that chapter in Genesis that speaks of the marriage of the sons of God and the daughters of men, and of the resulting race of giants? We venture to say that nine out of ten people either disbelieve it altogether or suspect that there is some hidden spiritual meaning in it. Probably it is a fragmentary tradition of a race of men who lived at the time of some of the forgotten civilizations, whose scant remains are being unearthed here and there. When we see evidence that a great nation was swept away by some besom of destruction, we find little difficulty in believing that at some time in the history of humanity the race was driven out of what by comparison with the latter home was an Eden.

We suppose that no one thing is better established than that some time in the very remote past, men dwelt on this earth under conditions very much more favorable than those existing to-day, which period was closed by a tremendous catastrophe. Almost daily one hears men in Victoria talk about the action of glaciers in low latitudes. Miners seek to account for the presence of placer gold by supposing that the glaciers planed down the mountains in whose veins the precious metal was hidden. It is established that mankind lived before the glacial period. It is established that the climate of the inhabited parts of the earth was extremely favorable before the ice period. It is established that this period was prolonged, and was sufficient to overthrow any previous civilization that existed. There having been undoubtedly one terrible catastrophe of this kind within the recollection of man, for anything preserved in tradition is in a sense without memory, there is no reason to doubt that other great, and, so far as those who experience them were concerned, universal catastrophies have befallen the earth. The changes need not necessarily have been sudden, as we have seen that the change from the fertility which supported Palmyra to the desert conditions now existing there was not sudden; but sudden or slow, such changes must have left their impress upon the memory of mankind. Herein, doubtless, we may look for the origin of the innumerable legends and traditions of monsters, genii, elves, demigods and all the rest of the folklore which every people on earth have preserved.

THE Denver Ledge has discovered that "anarchy rears its head" in British Columbia and all because Hon. Mr. Turner is on a board of directors. Will the Ledge kindly point out where the head aforesaid is reared?

SIR WILFRID LAURIER has done right in refusing to agree to the suspension of pelagic sealing for a year. It will be time enough to agree to a suspension when there is a likelihood of anything being obtained in consideration of such an act. "What we have we'll hold" until some good reason is given for surrendering it.

W. G.'S LETTER is not printed for two reasons. One is that he omitted to send his name. The other is that the columns of the COLONIST are not open to religious controversy. His letter is controversial, although some of the matters he speaks of may form a subject of reference hereafter.

THE Times last evening issued a very excellent supplement dealing with Victoria as the gateway to the Klondyke and kindred matters. It ought to have a wide circulation. We congratulate our contemporary upon the success which has attended its enterprise.

THE Nanaimo Review's comments on the thing called a platform will be pleasant reading to the self-styled Liberals.

THE CANADIAN PRESS.

RAIL TO BOUNDARY CREEK.

So far it is the opposition and not the government which has stood in the way of this district having a road.—Grand Forks Miner.

CORRECTLY STATED.

From the Rocky mountains to the Pacific there is but one opinion on the subject. The policy of granting federal aid to railways in this province, so far from being indefensible, is a paramount necessity; if that aid be withheld the progress of British Columbia—and consequently Canada—will be indefinitely postponed.—Rossland Miner.

THAT THING CALLED A PLATFORM.

In our last issue we stated that the platform had just been received, and that a hasty perusal of it had been disappointing. After a week's opportunity to reflect on the matter, we regret to say that our first impressions have been intensified. As a platform it is a failure, because it supplies nothing to stand upon. With the exception of a few splinters, it has no foundation. It is a denunciatory, iconoclastic, cursing jumble, devoid of any pretence at declaring constructive, positive principles. It is uncertain, ambiguous, vague. Its language and ideas are not born of strong, clear conviction. Accept it, and you bind yourself to little or nothing; you do not know what you are supposed to believe. Attempt to defend it, and you land in a tangle of inapplicable inconsistencies.—Nanaimo Review.

BY WAY OF VARIETY.

"Miss Milledge has a fortune in her face."

"Oh, you surely don't mean that. Why she's one of the homliest girls I ever saw."

"I know, but her teeth are nearly all pure gold."—Cleveland Leader.

Dasher—That man Archer whom you introduced me to is very appropriately named, isn't he?

Crasher—I don't know about that. What makes you think so?

Dasher—Why, he is not only bow legged, but he is a narrow minded man as well.—Boston Courier.

"Speaking of the latest New York sensational trial," said the Cornfed Philosopher, "I knew all the time it would be cleared up. With a barber and a woman in it, it was only a question of time till one of them had to talk."—Indianapolis Journal.

"Once a friend of mine and I agreed that it would be helpful for each of us to tell the other his faults."

"How did it work?"

"We haven't spoken for nine years."—Chicago Record.

"I'd like to know," exclaimed the enraged client, "why I ought to feel jubilant over the outcome of this case?"

"Didn't we obtain a verdict for $10,000?" the lawyer asked.

"Yes, but you got about all of it. What good does it do me?"

"My dear sir, the other fellow feels just as bad as if every cent of it were going into your pocket."—Chicago News.

"No man can know everything," said the high-minded youth.

"Between you and me," replied Senator Sorghum, "that's a fact. But there's no excuse for a man's making the mistake of owning up to it."—Washington Star.

"The star boarder has fallen from his high estate," said the pretty stenographer.

"What makes you think so?" asked the inquisitive man.

"I notice that the landlady always passes him the last pancake on the plate now."—Cleveland Leader.

"I asked the young woman in front of me to remove her hat so I could see the stage."

"Did she do it?"

"No; she said if she held her hat in her lay she couldn't see the stage herself."—Chicago Record.

"You mean to tell me that you don't think football ought to be suppressed? Just look how many get maimed and killed in the game."

"It doesn't maim and kill anybody except football players."—Cincinnati Enquirer.

"No wonder. He saved her from running away with a nobleman who turned out afterwards to be a valet out of a job."—Indianapolis Journal.

A fine distinction in ecclesiastical idiom a la Standard Dictionary: We repair to church to mend our ways.—Church Economist.

"Michael, what kind of a tree is that?"

"The one beyant the hinch, mum?"

"Yes, that large tree."

"Wid the little green one to the lift?"

"Yes, what is it?"

"They do be calling that a shade tree, mum."—Brooklyn Life.

Mrs. Betterhawse—I am told that you allow your husband to carry a latchkey.

Mrs. Graymair—Yes, but it does not fit the door. I just let him carry it to humor him. He likes to show it to his friends and make them think he is independent.—Cincinnatti Enquirer.

His Experience.—"Have you ever had any experience as a stage manager?" asked the theatre proprietor who had advertised for such a person.

"Yes, sir, I have," replied the applicant. "I drove the stage between Podunck and Persimmonville every day for seven years."

The Unfair Fair.—Wife (enthusiastically)—How much do you think we took in at the bazar?

Husband (quietly)—How many, you mean.

Sprucing Up.—Mr. Gotham—It is time for us to start for Mrs De Avenoo's, but, ahem! don't you think you ought to spruce up a little?

Col. Kaintuck (of Louisville)—Oh! ah! Yes, certainly. Just wait a minute, until I take a fresh quid and reverse my cuffs.

If you are anxious to find the most reliable blood-purifier, read in Ayer's Almanac the testimonials of those who have been cured of such terrible diseases as catarrh, rheumatism, and scrofula, by the use of Ayer's Sarsaparilla. Then govern yourself accordingly.

TOYS OF THE TAKOU.

Steamers Tossed Like Playthings by the Fierce Winds of the North.

The "Detroit" Deposited Bodily on the Extremity of Douglas Island.

Transportation Facilities for the Spring—The Stickeen Route Preferable.

A new terror has now unfolded itself for those who brave the rigors of the inhospitable pathway to the Klondyke. It is not altogether new either, for the terrific violence of the dread "takou" winds has oft times before been described by veteran residents of the North, only to be received with but partial credulity as one variety of travellers' tales. Now the tempest has revisited the scenes of its former frolics in the North, and the encampments along the trails, the baby cities on the Lynn canal, all shipping that chanced to be in the vicinity ten days ago, and even the solid city of Juneau itself, have been taught the meaning of a "takou."

It is not a cyclone, according to those who emerged from the recent encounter with it and reached here by the City of Topeka yesterday morning. It is not a typhoon; nor is it a sou'wester. It is all three rolled into one, and four times intensified. Coming from the mountains, not from the sea, its approach is heralded by the wailing of the forests, the crash of falling timber, and the wild re-echoing tumult of the great hills—fitting couriers of such a king of hurricanes.

When the storm struck Juneau it was moving toward the sea at a velocity of 48 to 53 miles an hour, the shrieking air filled with a cloud of dust and spray and gravel, branches of trees, and hailstones as large as pigeon eggs. Its violence appears to have been greatest about midway between the Alaskan metropolis and Dyea, from which place the steamer Detroit was laboriously steaming to Juneau, with a numerous list of passengers. The first breath of the "takou" sent the little craft over on her side, and blanched every face on board.

Then she righted, and when the second squall arrived the unlucky Detroit was tossed in air like a toy, her engines working vainly, and officers and crew helpless to oppose the elements. Passengers whose recent experiences had not been obtained in the churches went down on their knees in prayer—others cursed and raved like madmen. No one really anticipated deliverance from the impending destruction—or in fact thought the saving of the Detroit among the possibilities.

But the "takou" here relented, and just when hope was abandoned on the little craft, she with all her people was tossed, like a plaything that had lost its charm, on the lower end of Douglas island, at a point fully fifty feet above the highest water mark. There she still reposes, not materially damaged, but offering a puzzle to marine men as to how she may best be restored to the element from which the tempest exiled her.

The Topeka herself did not emerge scathless. She was docked at the Pacific mail wharf in Juneau, with five stout cables out. These lines the "takou" snapped like so many pieces of thread, and, despite the fact that both anchors were dropped immediately, the big steamship was hurried at terrific speed half way across the harbor—or a distance of quite two miles—before they would take hold. The steamer's running gear was disarranged, part of her upper works was stove in, and one of her boats was considerably smashed.

At Dyea and Skagway many of the winter cabins were wrecked, rowboats were swept away never to be seen again, and numerous minor injuries were received by the population. In Juneau scarcely a house is found that does not display roughly boarded-over windows as souvenirs of the storm. Happily no fatality has yet been reported, although that some lives have not been sacrificed would seem little short of miraculous.

Land speculation at Dyea continues as brisk as ever, the rapid progress in construction of the Chilcoot Railway and Transportation Company's aerial tramway to Crater Lake—fifteen miles from tide water and on the Yukon side of the summit—having greatly stimulated the faith of everyone in the future of Dyea. Skagway, even with its wagon road and rival tramways, would appear to have been outhandicapped in the race by the fact that ten Klondykers got through this year by the Dyea trail to each and every one passing over the Skagway, or "Dead Horse" trail. In consequence, Dyea is now the watchword, and many "solid citizens" of Skagway are even going so far as to float their cabins over to the more prosperous town as weather and tides permit them to do so.

Healey & Wilson, who for years conducted a trading store at Dyea, threaten wholesale evictions for those who take possession of the ground they claim as theirs, but which these squatters have proceeded to convert into a city. They had a lawyer over from Juneau about a fortnight ago, who tacked up notices of warning to all and sundry trespassers—which notices were torn down even before he had left the ground, and the plotting of the city site continued. The great bar to building development in the past has been the extreme scarcity of lumber. This has now been removed by large and regular receipts from the British Columbia and Puget Sound mills, and the residents only wait for good weather to erect a really creditable town. Whether the place will be permanent or not remains to be disclosed; those who are making it have every confidence in its destiny.

As to the four tramways, which will do much towards solving the transportation question in the spring. The proprietors of none have yet announced a contemplated hauling rate, and this is naturally a subject of endless speculation. The Dyea and Crater Lake people say that prices will be regulated almost entirely by the demand. If the spring rush is what they count upon, they expect to obtain anything from seven to fourteen cents a pound for passing outfits up into the clouds at Dyea and dropping them four or five hours later at Crater Lake, 15 miles away, but beyond the difficult mountains.

It is in this stretch that the most formidable obstacles are found; efforts are at present being made to provide by subscription funds sufficient to blast out a safe waterway through the rapids between Lake Lindeman, Lake Bennett and the White Horse. This being done, it will be practically fair sailing for next year's pilgrim; and Archie Burns, who has taken the matter in hand and headed the subscription list, says it will be done, and that before the 1st of March. Indeed, with tramways operated by steam and electricity, boats ready-made at the lakes, experienced guides for engagement, and stations of the Mounted Police at regular intervals, the journey to the Klondyke will be divested of half its labor and all its danger to the man of experience.

When the Topeka left the North, no recent advice had been received from Dawson City, for which point a mail had just been despatched and from which the Canadian letter carrier was looked for in from ten days to three weeks. It is not unlikely that he will be accompanied out by one or more parties from the heart of the gold country, for travelling light to the Coast is a very different thing to going in with a year's supplies and a mining outfit as a drag.

Besides, too, the regular posts of the Northwest Mounted Police will prove of the greatest assistance in keeping open communication with the outside world all the year round. Inspector McGregor, Major Walsh's lieutenant in the field, has now started in from Skagway with thirty-eight dogs and sixteen horses to place his details of men along the Lewis and Stewart rivers at intervals of from forty to sixty miles—at the points selected by the administrator of the district. In his preliminary arrangements he has shown woods-wisdom that has already won for him the confidence of the pioneer miners, who are now agreed that he will get through if anyone can.

Not so the Humbert Yukon expedition, in whose chances the veterans have little confidence. They too have started for Dawson, over the Dalton trail, with the beef and turkeys they expect to deliver in time for Christmas dinners. The "goat brigade" is yet at Wrangel, but expecting to advance very shortly; and word comes from Lake Bennett that all the cattle sent there over the Skagway trail have arrived in good condition and been slaughtered according to instruction—which would appear to indicate the White Pass route as a favorable winter road to the lakes.

The very latest news from "up the road" is to the effect that on the 29th of October, Frank Anthony, of Seattle, was drowned in the White Horse rapids, Sixty Mile river. He, with two companions, Tenyr Murphy and John Nicholas, also of Seattle, left Tagish Lake custom house on October 24, and successfully passed through the canyon. There they took on a mining man named Hepburn, from Victoria, who agreed to pilot them down the rapids for $25. The water is now very low, as the rivers and lakes have fallen about five feet.

They shipped water going down the rapids and were in consequence capsized in the boiling torrent. The Mounted Police stationed at the White Horse immediately put off in a boat and succeeded in saving the lives of all but Anthony, who got into a whirlpool and was never seen again. The entire outfit of the party was lost. This makes five lives lost in the White Horse during the passed few weeks; and there are also, according to the customs officers stationed in the vicinity, several wrecks on the shores below she rapids, the names of those lost not yet having been ascertained.

The Topeka had as passengers on the down trip 38 men in all, the best known among them being Governor Brady, the new chief executive of Alaska, who is down on a flying mission in connection with his high office. The others were for the most part business men and miners, of whom will be returning shortly. They report the Upper Stickeen already frozen over, and that winter travel by this route will very soon commence, several parties being now at Glenora and Wrangel with dog trains, who will start at the first possible opportunity.

Among the passengers disembarking from the Topeka here was Mr. E. A. Daley, who has been as far as Teslin lake on a confidential mission for R. E. Brown, the Bonanza mining operator of America. Mr. Daley left here on the 29th of September last, arrived at Wrangel on the 4th October; made Telegraph Creek on the 11th; and reached Teslin Lake exactly one week later. Had it been part of Mr. Brown's plan, he could have got through to Dawson, he is confident, within thirty days after his departure from Victoria. He is thoroughly convinced by his experience that the Stickeen is the greatest route of all into the gold region of the far north, for not only is it a comparatively easy road to travel, but it opens up good mining country almost every mile en route.

"There are excellent prospects all along," said Mr. Brown's representative yesterday. "On the Hootalinqua there is unexcelled ore in good body, while the Stickeen division of Cassiar is rich in gold, good quartz, and low grade copper—in the opening of which many fortunes are to be made."

The purely Alaskan news brought by the Topeka relates chiefly to the session of the district court just convened at Juneau, and at which true bills have been returned by the grand jury against Zdensh, Sheldon and Butler, for assault with a deadly weapon; Hansen, Webb and four others, for selling liquor without internal revenue license; Frank Biles, who immediately pleaded guilty to a post office robbery and was sentenced to six months' imprisonment; D. C. E. Riley, for manufacturing "quass" or "cochinoo"; and William T. Birch and Hiram Schell, murder. A jury had just been secured in the Birch case and the trial was proceeding when the Topeka left the north.

In referring to the recent visit of Hon. Clifford Sifton, Canadian minister of the interior, the Alaskan Mining Record says:

"While at Skagway Minister Sifton found that the police transportation system had practically broken down. This he set right again, and made arrangements for police posts every five miles from Dawson to Skagway. Next year every possible avenue into the Yukon country from the coast will be guarded by the police and customs officers placed there. He made arrangements for a monthly mail service to and from Dawson during the winter. No telegraph line will be laid this winter. The line will naturally go alongside the permanent route, and must wait until that is decided on. The cabinet will select the best route out of the three, the Chilcoot, White pass and Stickeen river. Personally, Sifton seems inclined to favor the latter all-Canadian route.

"He feels disposed to allow the issue of miners' licenses at Vancouver. He said the government had decided to provide escorts for miners and in the mineral districts to build treasure houses. They will become responsible for the safe-keeping of the gold, so far as police protection is concerned; also while on the way out of the country. Arrangements will be made whereby miners can exchange gold dust for drafts, payable by any Canadian bank. The government will seriously consider the question of establishing a Canadian mint.

"Possibly the royalty regulations will be changed so that the collection will be on the net, not gross, output. He stated positively, however, that he would not favor abolition of royalty altogether. He has found out that it will be impossible to reserve alternate claims, so the government claims will be held in greups. The government will stand strongly to the policy that a considerable portion of the wealth of the Yukon country be reserved for public uses."

A TOLL ROAD TO LAKE BENNETT.

Tenders Invited by the Lands and Works Department in Connection With an Important Proposal.

During the next ten days the government of British Columbia, as represented by the chief commissioner of lands and works, will receive sealed proposals from any persons who may be desirous of constructing and maintaining a winter toll road or trail between the point where the Skagway trail crosses the international boundary line, and lake Bennett—or such other point on the chain of lakes connected with the Lewis river as may be found most convenient.

All proposals must contain a description and particulars, or specifications, of the trail proposed to be constructed, and state the rate of tolls proposed to be collected from the users of the projected road, together with the amount of bonus to be paid the government for the franchise. The term of a charter, if any is granted, will extend only from December 1 to May 1 next, while a certified check for $1,000 must accompany each proposal as a guarantee of the competency of the tenderers to carry out the proposed undertaking.

PROVINCIAL SECRETARY'S OFFICE.

HIS HONOUR the Lieutenant-Governor has been pleased to make the following appointment:—

15th November, 1897.

JAMES THOMSON, of Alberni, V.I., Esquire, to be Coroner within and for the County of Nanaimo. no27

NOTICE

I, John Dewres Devereux, jr., two months after date i tend to make application to the Chief Commissioner of Lands and Works for the Province of British Columbia, to purchase three hundred and twenty (320) acres of unsurveyed unoccupied and unreserved Crown land, situated two miles below Kisgagas, on the South bank of the Sabine river:—Commencing at a post marked J. D. Devereux, Initial post, northwest corner; thence south 40 chains; thence east 80 chains; thence north to the bank of the Sabine river; thence following the meanderings of the above river to the place of commencement.

JOHN DEWRES DEVEREUX, Jr.

Kisgagas, October 12, 1897. n22

LAST CHANCE MINERAL CLAIM.

Situated in Alberni District, on the Left Bank of Mineral Creek, and Adjoining the Quadra Mineral Claim on the South-West and About One Mile From China Creek.

TAKE NOTICE, that I, George A. Sargison, Secretary of the Quadra Mining and Milling Company, Limited Liability, Free Miner's Certificate No. 95,933, intend 60 days from the date hereof, to apply to the Gold Commissioner or Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 24th day of November, 1897.

GEO. A. SARGISON, Secretary. no28

OPHIR MINERAL CLAIM.

Situate in Alberni District, on the Left Bank of Mineral Creek and Adjoining the Warspite Mineral Claim on the East and About One Mile From China Creek.

TAKE NOTICE that I, George A. Sargison, Secretary of the "Quadra Mining and Milling Company, Limited Liability," Free Miner's Certificate No. 95,933, intend 60 days from the date hereof, to apply to the Gold Commissioner or Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced befort the issuance of such Certificate of Improvements.

Dated this 24th day of November, 1897.

GEO. A. SARGISON, Secretary. no28

To Members of Cowichan Agricultural Society.

(In accordance with Section 19 of the Farmers Institute Act.)

Notice is hereby given that at a meeting to be held in the Agricultural Hall, Duncans, on Saturday January 29th, a resolution will be moved to incorporate or amalgamate the Cowichan Agricultural Society with the Central Farmers' Institute.

G. T. CORFIELD, President.
G. H. HADWEN, Sec.-Treas.

Awarded Highest Honors—World's Fair,

DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.

40 YEARS THE STANDARD.