

NOTHING BUT DEWEY

Washington, May 3.—The day passed without a single word from the American fleet in the Philippines and in view of the long continued interruption in the cable communication the officials are beginning to resign themselves to the belief that they must await further official news until a boat arrives at Hongkong. This will not necessarily be a naval vessel for it is believed that Commodore Dewey, who will be an Admiral as soon as he can be reached by cable, could not have sailed any of his ships except the McCulloch to carry dispatches before the bombardment. In ordinary times there is plenty of communication by steamers and by native vessels between the Philippines and the mainland and the officials will be rather surprised if some news does not come by this means by to-morrow.

Preparations to Despatch Troops From San Francisco When Advice Are Received.

European Concern in the Philippines May Make Complications.

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Should Admiral Dewey's troops be held the Philippines, he will be sent as many as he needs directly from San Francisco and very likely state volunteers will make up the quota. The cabinet talked about this to-day and are only waiting to hear what Commodore Dewey wants. Meanwhile the plans for the Cuban campaign are being steadily developed and there is no indication of a change of purpose on the part of the military authorities who are expected to land an expeditionary force in Cuba in very short time.

Admiral Sampson so far as the navy department knows is steadily maintaining the blockade of the Cuban coast and this is not likely to be abandoned for the present though two or three of his ships may be sent away temporarily to meet the Oregon on her way from Rio Janeiro. The officials naturally interested in this race of the magnificent battleship around the continent profess to feel little anxiety over the outcome, understanding a report of the effort of the Spanish squadron to cut off the Oregon. The vessel sailed from Rio on a course known only to the admiral and the chances of her being overtaken on the high seas are very slight. Even should the Spanish vessels be able to intercept her by no means certain, notwithstanding their numbers, that she would be defeated by the combined Spanish forces as her magnificent speed is superior in every way to those of the Spanish ships.

FUTURE OF THE PHILIPPINES.

Washington, May 3.—A leading diplomatic official said it was unfortunate at this juncture that the assertion was made by leading men here that the Philippines would be taken and held at least until the war ended, when they might be sold to Great Britain. The official pointed out that while this course might be a wise one in due time yet its announcement now only served to awaken European powers to the fact that intervention was needed and impolitic to excite resentment in other quarters. There was no principle of international law, he said, which kept a victorious nation from enjoying the fruits of warfare by holding territory gained in battle. Intervention by the powers of Europe, he pointed out, as a necessary procedure, quite apart from international law, and based upon only the strength of their united action. He added significantly that the United States would often make international law. The suggestion that Great Britain would take the Philippines in exchange for the Bermudas or other British possessions near this country is not regarded as feasible.

There has been no suggestion yet of intervention from any foreign source, although it is thought the occupation of the Philippines is more likely to develop a move in this direction than any other step thus far taken. A diplomatic official of long experience in Asiatic countries pointed out that there were circumstances connected with the Philippines which would make their acquisition by the United States more a burden than a benefit.

THE DAY IN MADRID.

Madrid, May 3.—In the lower house of parliament to-day Senor Caneles, editor of El Heraldo, said he preferred to give Cuba independence than to embark on foreign war without proper preparation. In parliament to-day Premier Sagasta in a determined reply to criticism declared it imperative that Spaniards show themselves energetic and united. In the name of the soldiers and the farmers he begged the chamber to adopt the necessary war credits. In the same debate Cardinal Horta spoke in favor of the government's policy because he desired to "strut up the public against the cowardly Americans."

The proclamation of martial law has caused a great indignation, being declared unnecessary unless the government has information of a sectional conspiracy. Sunday's demonstration was a protest against the law, and the disturbances upon the occasion of the proclamation of the Cuban armistice. The newspapers are particularly discontented with the state of affairs existing, as the mention of any military operations is punishable severely. The great crowds which gather around the spots where the martial law proclamation is posted are promptly dispersed.

SPANIARDS IN THE STATES.

Washington, May 3.—The proclamation directed against the Spanish residents of the United States by the state department has not yet been issued, but it is certain that it will be issued, probably depending upon the course pursued by the Spanish government in their treatment of American citizens.

CHINA DECLARES HERSELF.

Washington, May 3.—China has issued her neutral proclamation to-day. There is now no place left on the Asiatic coast open to the use of war vessels.

of Spain or the United States. This is rather remarkable in as much as it marks the first action of this kind on the part of China, which has never before issued a neutrality proclamation.

TOLD IN PARAGRAPHS.

The steamer Yale, formerly the American liner Paris, left her dock shortly before 6 o'clock last evening under sealed orders. The Yale carried full supplies for an extended cruise and had 5,000 tons of coal aboard.

The auxiliary cruiser Eagle while off the southern coast of Cuba near Cienfuegos, sighted the Spanish steamer Argonaut and drove the big steamer along the coast toward the Maribhead and Nashville, into which the Argonaut at most ran. They put a couple of shots across her bows and she quickly surrendered. The Nashville took the Spanish army officers on board as prisoners of war and brought them into Key West.

SUPPLIES FOR PHILIPPINES.

Swift Steamers To Be Sent From San Francisco With Coal and Other Necessaries.

New York, May 3.—A special to the Herald from Washington says: Secretary Long has taken immediate measures to relieve the United States fleet in the Pacific of any embarrassment it might feel for want of coal. Orders have been telegraphed to the government authorities at San Francisco to select the swiftest ships at that port, load them with coal and dispatch them at once to the relief of Commodore Dewey's squadron.

As China and Japan have delayed making declarations of neutrality some experts on international law hold that the United States may still obtain coal at Eastern ports.

Commodore Dewey's achievement, however, have caused the administration to feel that the government should not hesitate to send him supplies at once, without waiting to speculate what Eastern ports may be open to him.

NEWS OF VANCOUVER.

Winnipeg Insurance Agent Charged With Embezzlement—A Town Character Drowned.

Vancouver, May 3.—(Special)—Dick Hunt, a well-known character about town, was found drowned in Burrard inlet this morning. He came here from Birmingham, England, about ten years back.

NANAIMO ASSIZES.

Ex-City Clerk Pleads Guilty—Indian Murder Cases Before the Grand Jury.

Nanaimo, May 3.—(Special)—At the assize court this morning Wm. Thompson, ex-city clerk and treasurer, was charged with falsifying the city books and stealing the funds of the city. The grand jury brought in a true bill. On he being arraigned Thompson, in answer to Judge Hiersons said: "Guilty, my lord." The judge reserved sentence until the morning.

IN DAYS OF OLD.

In days of old there was only one Emulsion of Cod Liver Oil, but that day is a day of the past, that Emulsion is now an Emulsion of the past. Griffiths' Norwegian Emulsion with Hypophosphites of Lime and Soda combined with Iron and Manganese is an improvement on all previous Emulsions brought before the medical profession. Norwegian Emulsion is unequalled for Chronic Coughs, Colds, Consumption, The Child's Emulsion of purest cod liver oil. As a tonic flesh producer it has no equal. All druggists 50 cents and \$1.

BRITISH OFFEND SPAIN

An Offer to Protect Chinese in the Philippines Rejected With Indignation.

Interpreted as Part of a Scheme to Establish Protectorate Over the Islands.

Other European Powers Invited to Take Due Notice of the Proposition.

Madrid, May 3.—The official account of Captain-General Augusti was communicated to the cortes to-day together with the offer of the British consul-general at Manila to place all Chinese subjects in the Philippines under the protection of the British flag. Captain-General Augusti wires that the British consul called upon him to say that he would take the Chinese subjects in the Philippines under the British flag, in the Philippines under the protection of the British flag. The Captain-General added that a number of wealthy Chinese at Manila had assured him that they were satisfied with the protection of Spain.

More, the minister of the colonies, replied to Captain-General Augusti, that there was no reason to accept the protection which the British consul wished to exercise. The British consul's offer has been communicated to the powers. The government apparently sees some deep laid machination on the part of Great Britain, as the official note says: "This news caused surprise, although people were accustomed to the methods of those who direct the British interests. The question was asked, what can be the object of the British request? China is not in a position to expect this or any other protectorate, but the British take it upon themselves to be the protectors of the Celestial Empire against the French, Russians, and Germany, undoubtedly to acquire a new title to the protectorate of Chinese in the Philippines. The Spanish government cannot accept the request and rejects the proposition, at the same time informing the powers who are disposed to allow others to protect China that they have squadrons in the Far East themselves for that purpose."

RATIONS OF A SOLDIER.

Economy of Space and Weight the Watchword in Preparing Them.

(Cincinnati Inquirer.)

During these times, when the prospect of war is filling the minds of the great masses, it has appeared that the emergency rations of the army have been spoken of and its components have been mentioned. As a rule the most important part of the soldier's equipment has been his food. The following article, compiled from official data, gives the true ration as issued by the subsistence department of the army and gives a true idea of how much nourishing food can be compressed into a small space.

About two years a board of army officers was ordered to prepare an emergency ration for the army. After many months of hard work the present ration was adopted. In deciding this point the next point to be decided was the most nutritious and could at the same time be put up into such quantities as to be palatable and at the same time fairly good eating. The ration for one day consists of 10 ounces of bacon, 16 ounces of hard bread, 16 ounces of peas meal, 4 ounces of sugar, 1/2 ounce of tea, 4 grains of saccharine, 64 grains of salt, 4,100 ounces of pepper, and 1/2 ounce of tobacco. The ration issued for five days, the board having decided that such time was the maximum time for which men could live and be in the "wood fighting condition." An account recently appeared in a local paper of a man carried "tucked away in the corner of his haversack" the ration for ten days, and it weighed but one pound.

beans, potatoes, onions, coffee, sugar, candles, soap, salt, pepper and baking powder, but each man does not carry his share. It is issued by bulk to the company, and carried in the wagons and cooked by the company cooks, each getting his share at meal times. The weight of the food for five days would be over nineteen pounds, a little too much to add to the weight already placed on a man carrying his clothing, equipments and ammunition.

New York, May 3.—A special to the Herald from Washington says: Fearing an attack upon seaports on the North Atlantic coast by Spanish men-of-war now on their way to western waters, Secretary Alger has taken steps to further improve the seacoast defenses.

There is excellent authority for the statement that the administration believes that Spanish men-of-war will appear at some port on the coast and attempt to establish for the Philippine islands a de facto by doing as much damage as possible, and when this work has been completed; sail with all speed for Porto Rico and if necessary fight a way into San Juan. As to which point the Spanish will strike the authorities have the opinion that York is considered in very good condition to resist an attack, but this is not the case with New England cities and ports along the southern coast.

Instructions to commanders of the auxiliary cruisers Yankee, Prairie, Dixie and Yosemite require them to join the flagship San Francisco at Provincetown without delay. The crews will have gun practice on the way and will have as much training as possible. Besides Commodore Howell's squadron the ports will be defended by great guns and General Merritt will improve the fortifications as much as possible.

A special cable despatch from London to the World says: Britain has been surprised by Commodore Dewey's overwhelming victory. The superiority of the United States squadron was recognized, but it was fully believed that this would have caused surprise, although people were accustomed to the methods of those who direct the British interests. The question was asked, what can be the object of the British request? China is not in a position to expect this or any other protectorate, but the British take it upon themselves to be the protectors of the Celestial Empire against the French, Russians, and Germany, undoubtedly to acquire a new title to the protectorate of Chinese in the Philippines. The Spanish government cannot accept the request and rejects the proposition, at the same time informing the powers who are disposed to allow others to protect China that they have squadrons in the Far East themselves for that purpose."

Lord Charles Beresford said: "It was a brilliant stroke of strategy, as I said before, depends upon the man in modern warfare. Dewey is an able officer. He brought his coals and work-shops on his ship, and he hit out and planned the whole affair with consummate skill and foresight."

"As to political results—do you think Germany will like this? No, Germany won't, nor will the Japanese either, but the United States should be satisfied, anyway."

St. Charles says: "The United States in possession of the Philippines raises numerous important and delicate questions for the consideration of the powers. The most important of these is, what ally the United States secured the good will of Japan by handing over the Philippines to her."

"It is an event of enormous international importance. I should not be surprised if the German Emperor is spurred to some startling action by the prospect of his dream of possession of the Philippines being shattered by American triumph. He has a big gun in the East, China seas with his brother in command, and may be we may hear of some significant move on the part of that squadron within a day or two. I do not believe he can sit still in the face of such a blow at his most cherished hopes."

On every side in England is heard the cry of "Dewey's great victory." Commodore Dewey in a situation where, if anything had miscarried, he would have been caught in a most desperate straits. At the same time credit is given to Admiral Montojo, who had a wretched fleet and had no chance except from the assistance he might receive from the American fleet. The American fleet, however, by moving to and fro were easily able to avoid the badly directed shots from the forts, and looking to all the circumstances, it is believed that the American fleet received but slight damage. The moral influence of the first victory in insubstantial, and though it is practically certain Spain will not yield till she has tried conclusions in the Atlantic also, where she hopes to have her fleet, the shortness of the prospecting season and the difficulties to be encountered are all considered, there is no danger of the gold excitement playing out or even lessening in this generation. That there will be one great port of entry and egress for this the most enterprising gold ever discovered goes without saying. That old Port Wrangell has the call for this vintage port I consider settled beyond reasonable dispute. I predict that within a few months it will have a rival. It has a climate about the same as Seattle or Victoria; it has the best protected harbor for deep sea going vessels on the coast; it is a superb location for a large city. There is ample room for extension. The facilities for drainage are naturally perfect. It is as near the mouth of the Stikine river as a sea port can be built, and it already has got a good start. It is true the old town is badly laid out. It has many of the characteristics of an Indian village. The streets are narrow and crooked, and it will be difficult to have them widened and straightened on account of the tenacity of the natives to hold on to the homesteads of their forefathers. But all such drawbacks are obviated in the adjoining town of New Wrangell, where broad streets are laid out at right angles to each other, where there is a splendid deep water front and several substantial wharves are being built, where the streets will be graded and a broad board walk along the beach down to the court house and custom house scarcely a quarter of a mile distant is being constructed, and above all where there is a pure stream of fresh water, rushing right through the center of the town into the ocean.

The stories circulated about the Stikine river not being navigable in summer and impassable on the ice in winter, you can set down as hoax. The river is easily navigable for six months in the year—from the first of May until the last of October. Steamboats drawing not over five feet of water have no trouble. The old Alaskan drew five feet and the new Louise draws four feet and a half when loaded.

The Mackenzie & Mann railroad outfit, horses, mules and all went up on the ice to Telegraph Creek, 145 miles, the head of navigation. You can ride a heard of

STIKINE THE GATEWAY

Natural Route to the Yukon Country Leading by Sources of the Gold.

Visitor's Impressions of Possibilities of Wagon and Railroad Construction.

Wrangell, Alaska, April 20.—(Special)—Not having been able to give the Colonist letters from all the points visited in Alaska, as requested, I will try and make amends by giving general summary from this point. After looking over the situation for several months and comparing all the points of advantage and disadvantage, I have finally settled on Wrangell as the coming permanent port of Alaska. "Comparisons are odious" yet it would be difficult to point out all the advantages of Wrangell without alluding to other points on the coast.

The residents of Dyea and Skagway have more vim and energy than the people of any other point on the coast is a self-evident fact; and to this fact alone I attribute their present success. But neither energy, nor energy and capital combined can accomplish impossibilities. I know well from many years experience in the mountains from Colorado to California what energy, capital and railroad engineering can do, and yet I emphatically assert that they cannot overcome the difficulties presented by that precipitous range that stands like a huge Chinese wall, a menacing barrier between Lynn Canal and the Yukon.

The rugged and steep, is an accomplished fact. Tramways are a failure. A wagon road is a bare possibility. A railroad is a glaring impossibility. But supposing one meeting on the passes, drowning in the floods or being crushed and buried in the awful avalanches, according to their respective seasons, could be made to meet on the passes, for travel and traffic by some method yet unknown, and Lake Linderman or Bennett safely reached, the awful White Horse rapids still remain. This last obstacle I consider the worst of all. Death by drowning or freezing is a silent operation, the floods are sudden, and the avalanches are no warning, but the great White Horse rapids thunder in one continuous roar "keep out." And as this awful warning can be heard miles away the timid are actually paralyzed before the struggle begins.

There are so many who want to come back alive, whether they strike it rich or not, that the Klondike has become a popular name. Now if one has plenty of time and is satisfied to go in one year and out the next, he can go by way of the Yukon. So be seen by New-way or the Andree route. But making due allowance for the time, what is the value of the Klondike? The Klondike is a gold mine, and then he is at the tail end of the rush?

The latest and most promising gold discoveries are everywhere above the Klondike towards the head waters of the Yukon on the Stewart, Pelly, Salmon and other rivers, right where one would naturally expect to find them, or notwithstanding all the theories to the contrary placer gold has its source in quartz and it does not wash away. I predict that the next great gold excitement will have its basis in numerous fine milling quartz ledges in the great divide between the Mackenzie and Yukon rivers. Every stream and tributary that heads in this divide from Cassiar northwest, a distance of seven hundred miles, flowing either into the Mackenzie or the Yukon, contains gold. The Stikine river heads in the southeastern end of this gold belt. Teslin lake is the head of the Yukon. Now if there is any reason to believe in going back round the earth or climbing mountain passes and running dangerous trails to reach the very point where a prospector would naturally want to get his goods, when he can reach that point with his whole outfit, including animals, by steamboat via Wrangell and Stikine, I for one cannot see either.

No one in Alaska pays the slightest attention to the pessimistic predictions of the boom playing. When the Klondike was discovered, the prospecting season and the difficulties to be encountered are all considered, there is no danger of the gold excitement playing out or even lessening in this generation. That there will be one great port of entry and egress for this the most enterprising gold ever discovered goes without saying. That old Port Wrangell has the call for this vintage port I consider settled beyond reasonable dispute. I predict that within a few months it will have a rival. It has a climate about the same as Seattle or Victoria; it has the best protected harbor for deep sea going vessels on the coast; it is a superb location for a large city. There is ample room for extension. The facilities for drainage are naturally perfect. It is as near the mouth of the Stikine river as a sea port can be built, and it already has got a good start. It is true the old town is badly laid out. It has many of the characteristics of an Indian village. The streets are narrow and crooked, and it will be difficult to have them widened and straightened on account of the tenacity of the natives to hold on to the homesteads of their forefathers. But all such drawbacks are obviated in the adjoining town of New Wrangell, where broad streets are laid out at right angles to each other, where there is a splendid deep water front and several substantial wharves are being built, where the streets will be graded and a broad board walk along the beach down to the court house and custom house scarcely a quarter of a mile distant is being constructed, and above all where there is a pure stream of fresh water, rushing right through the center of the town into the ocean.

Will be found an excellent remedy for sick headache, Coughs, Little Liver Pills, Throat and Hoarseness, who have used them, prove this fact. Try them.

While the Nashville was away trying to capture a mail steamer, two Spanish gunboats came out and attacked the Hornet. The Hornet returned the fire and the Spanish gunboats were compelled to make good. Captain McCalla thinks he sunk one of the Spanish and probably two more. The fight occurred off Cienfuegos.

That block in Chinatown on which the city market building stands and which many years ago was one of the most beautiful structures in the city, is gradually being cleared of the unsightly looking old shacks which covered it. Some thirty odd of them were burned down to make room for the market building, and last evening by order of the city council the fire department burned another.

horse and drive pack animals over the trail now from Glenora to Teslin lake. There will soon be a good wagon road as the country is rolling and open the way. There is no range to cross. In fact you can hardly tell where the divide is. With sea port like Wrangell and a river like the Stikine, navigable to one end of the line as a base of supplies, a railway from Glenora to Teslin Lake is not only practicable, but easy of accomplishment, and would settle the route to the Yukon beyond a peradventure.

J. J. DeWalt.

CANADIAN NEWS NOTES.

Cigars as Well as Bread to be Dearest—Mackenzie & Mann's Manitoba Interests—The Immigrants.

Montreal cigar dealers have raised the price of cigars from 15 to 25 per cent, on account of the Spanish-American war, the increase to go into effect May 15.

Solomon Wigle, who was the first ward of Essex county and first member of the Ontario legislature for Essex county after confederation, is dead.

There was a lively scene at the Academy of Music, Montreal, Saturday night. During the day Mr. Lamb, a New York lawyer, on behalf of Augustine Daly, had a seizure taken upon the scenery of Goshala, alleging a claim of \$1,200 for royalties. When billiffs went to the theatre in the evening to execute the seizure they were resisted and something like a free fight ensued. The theatre attaches finally got the best of the billiffs and the matter will be fought out in the courts.

A shocking tragedy is reported from Newmarket, fifteen miles north of Toronto, in York county. Four people lost their lives on Sunday night at a crossing on the Great Trunk railway. The train were Mrs. Luther Miller, aged 26; Mrs. Mathew Morton, aged 31; Wm. H. Peters, aged 28; Edwin Linstown, aged 25. The vehicle in which they were driving was struck by a train.

The steam laundry in connection with the Stoney Mountain penitentiary took fire about noon yesterday, and the entire building and contents were destroyed. The prisoners worked well to save the main building, but this could not be verified.

There is a report in Winnipeg that Mackenzie & Mann have secured a fifty year lease of the Northern Pacific mortgage branch, but this cannot be verified.

Crop reports from Central Manitoba points show that wheat seeding is practically finished. Commissioner McCreary estimates the arrival of immigrants at 5,000. The total so far for the season is between 15,000 and 16,000. The price of bread has been advanced by Winnipeg bakers.

WEST KOOTENAY RIDINGS.

A Fourth Member to Be Given to Represent Slocan District.

The amendment which Hon. Mr. Oberlin has given notice of moving in committee of the whole in the redistribution bill gives a fourth member to West Kootenay by creating another riding to be called Slocan riding. Rossland riding remains unchanged, the boundaries of the other ridings being as follows:

"HEVLESTOCK RIDING

"Shall comprise all that portion of the said district of West Kootenay which lies to the north of a line commencing at the point where the western boundary of the said district intersects the height of land lying to the south of Innochiek Creek and its tributaries; thence along the said height of land to the headwaters of the Lower Arrow Lake and the centre line thereof; thence northerly along the centre line of Lower Arrow Lake to a point opposite the height of land south of Cariboo Creek; thence along the height of land to the south of Cariboo Creek and its tributaries, and following the said creek to its head; thence following the height of land between the waters flowing into Slocan Lake and those flowing into Upper Arrow Lake to the headwaters of the Poplar Creek and Cascade Creek, to the Lardo River, at a point halfway between the mouth of the Lardo River and the north-easterly to the height of land between the waters flowing into the headwaters of Hall or Cameron Creek; thence down naturally to the headwaters of the Duncan River; thence to the mouth of East Creek; thence up said East Creek to its headwaters; thence thence east to the eastern boundary of West Kootenay district.

"SLOCAN RIDING

"Shall comprise all that portion of the said district of West Kootenay which is bounded on the north by the Hevlestock Riding; on the west by Lower Arrow Lake and the headwaters of the Lower Arrow Lake; on the south by the Kootenay River and the west end of Kootenay Lake and a line running from the mouth of the Lardo River to the mouth of Crawford Bay; and thence the eastern boundary of West Kootenay District; and on the east side by the eastern boundary of West Kootenay District.

"NELSON RIDING

"Shall comprise all that portion of the said district of West Kootenay lying to the south of the Slocan Riding and West Kootenay and east of the Columbia River.

"WING-CHONG FAILURE.

The Company Had Been Carrying on a Private Banking Business.

The decision of Hon. Fred. Peters, the arbitrator in the dispute between the Wing Chong Company and the British Columbia Company and the Wing Chong Company, respecting a contract entered into by the Chinese company to make the cans and put up the salmon at the Dense Island cannery, was reversed by the Ontario court by Mr. Justice Drake. The amount awarded the cannery company by the arbitrator was \$2,624. The arbitrator sat for several days being obliged to make the cans made by the Chiamen or a large number of them burst after being packed. Shortly after the decision of the arbitrator in his case announced to the interested parties the Wing Chong Company made an assignment.

In Chinatown this assignment has caused no end of excitement, the Wing Chong Company being one of the oldest firms of the coast, and besides they carried on a private banking business, by both of their creditors being Chinamen who had made small deposits with them. The liabilities total \$36,200, including the amount awarded by the arbitrator and most of the balances being made up of the small deposits mentioned.

The assets are valued at \$50,000, including \$46,000 in book debts, the balance being in real estate and other property. The book debts \$38,000 are classed as doubtful, most of the larger debtors being Chinese firms, which in early days carried on business in the interior of the province, but which are now seldom heard of.