

A DISTINGUISHED TRIO.

Adventurous Englishmen Who Are Wheeling Around the World.

They Left London Nearly Two Years Ago—Experiences on the Trip.

On board the steamship Victoria which arrived from the Orient yesterday were a party of around-the-world cyclists, John Foster Fraser, Edward Lunn and F. H. Lowe. These gentlemen left London, England, in July 1896, and intend to be back there before the end of the same month of the present year. They now consider that their trip is practically over, and see nothing but enjoyment ahead of them all the rest of the way. They leave here tomorrow for San Francisco and from there take wheel again for New York.

Mr. Fraser, who is a journalist, is an English journalist, and is making the trip in the interest of a syndicate of publications.

"I will," he said yesterday, "when we have completed our journey, have enough material to fill all the journals in England. In fact it would take me a lifetime to write it all up. It has not been all pleasure; far from it. There have been times when I did not value life for a moment, and there have been other times when I have received treatment better than which distinguished royalty could not expect."

Asked for a brief review of his trip and the principal incidents met with, Mr. Fraser willingly complied. "We are not professional cyclists," he began, "nor are we travelling to advertise any particular make of wheel. We simply had an attack of the cycle fever which was raging so fiercely in London in 1896, and undertook this arduous trip more to alleviate the affliction than anything else. I encountered many experiences which should be of great use to me as a writer, but my companions had no more interest in the people of London than I had. We would never get beyond Vienna but we answered that we would try, and here we are, nearly at the end of our trip. There were times, though, when we had good reason to feel that we would never see London again."

"We left London on ordinary roadster machines, carrying only such luggage as we absolutely needed. The rest we expressed ahead of us. The first afternoon we ran down to Harwich took the night boat and were in Antwerp in the morning. The same day we reached Brussels, where the King of the Belgians, who is an enthusiastic cyclist, gave us a royal entertainment and ordered the band to play the English national anthem. We were leaving. Crossing a corner of Holland we entered Germany at Aix-la-Chapelle, and thence by the side of the Rhine to Cologne and Mayence and by Bonn, Heidelberg, and Strasbourg to Munich. We reached Vienna the twelfth day out of London. A ride over a couple of hundred miles, all through Hungary we were received with the greatest hospitality and the weather which was most unmerciful towards us. It rained nearly all the time."

"We crossed Roumania in less than three days, and bidding good-bye to civilization wheeled into Southern Russia, where everything even the roads, was inhospitable. Turning into the Crimea we wheeled over the field of Balaklava, and then crossing the Straits of Azof entered the Kuban province, the land of the Cossacks, a region of poverty and desolation. Here we were once attacked by a band of marauders, and had to draw our revolvers for protection and open fire. Our assailants, who were poorly armed, fled, and no one was hurt. The police arrested us as spies, and during a short march before them we were roughly treated, the villagers storming us at times. We had very little trouble in establishing our identity and securing our release. We made straight for the foot of the Caucasus mountains, and from there we were the first cyclists to traverse these parts."

"From here we got into a country infested by fierce bandits, and had many exciting escapes on our way to Edivan, the capital of Armenia. We cycled past the Biblical Mount Ararat, then reached the classic Araxes river, and passed into Persia, where we met all kinds of hardships. When we reached the capital city, Tehran, we were compelled to rest for five weeks. Here we were entertained by the Shah at his palace, and spent Christmas as the guests of Sir Mortimer Durand, the British minister. Leaving here we struck right across Persia through Kermanshah and a body of fanatics who could not understand us stoned us out of the city."

"Snow lay deep in the mountains and once we lost our way. Darkness overtook us and we had to abandon our wheels. The night was made horrible by wolves which howled all around us and threatened to devour us at any moment. We had very little hope of ever getting out of there but at daybreak we were fortunate in finding a track which took us to the village of Dehbid."

"Arriving in India, hardships fled. There was of course a nasty eight hundred miles to traverse through the sand of Seinde, where the heat was intense. Here we were attacked by a snake which laid up for over a month. From Lahore to Calcutta, a distance of 1,200 miles, the roads were the most magnificent in the world. The reception given us at Calcutta was, I have been informed, the most brilliant public event since Lord Dufferin was viceroy. The ladies were particularly attentive to us, and one of our party—I won't mention his name—was almost demanded as a husband to a wealthy Anglo-Indian. We were particularly attentive to us, and one of our party—I won't mention his name—was almost demanded as a husband to a wealthy Anglo-Indian. We were particularly attentive to us, and one of our party—I won't mention his name—was almost demanded as a husband to a wealthy Anglo-Indian."

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E. H. Norton, of Grimsby, Ont., says: "I am a homeopathic physician, and was under medical attendance for inflammatory rheumatism. None of them gave me any relief. My legs and arms were useless. I was confined to my bed and suffered agonies. I was advised to try South American Rheumatic Cure. I felt better after the first dose. Four bottles completely cured me, and I am as well as ever I was."

For sale by Dean & Hiscock and Hall & Co.

CATTLE FOR DAWSON.

A Newly Organized Company With Facilities for Fast Shipping.

Mr. P. Golvan, who came out of the Klondike cattle business in the city about to make another trip to the gold fields. A Colonist reporter who saw his name on the register at the Driard approached him for an interview, but found him at first very reticent. "I have," he said, "been quoted in many different papers in the United States in regard to all kinds of Klondike schemes, and I never talked to an American newspaper representative on any of the subjects. But then," said he, "I forgot you are different over here; you don't misrepresent a man."

Mr. Golvan said the principal object of his present trip is to take 1,000 head of cattle into Dawson City, the most part of them being taken to the gold fields. He had known of cases where men had tried to land small herds of cattle in Dawson City, but these attempts had failed. He determined that cattle could be landed, but to do it successfully he would require to have his own men, his own boats and rush them in as rapidly as possible. All this required was capital, and he went to London, England, and organized the North British American Transportation and Supply Company, of which he is general manager. This company has placed four boats on the Yukon river, and these will be engaged in taking into the Klondike cattle and other provisions as well as passengers. The large shipment of cattle which leave next Monday will be transferred to these boats at St. Michael's and rushed down rapidly. A couple of the company's agents are at present in the Northwest Territories buying up more cattle, which will follow close on the present shipment.

THE LUMBER INDUSTRY.

Legislature Passes a Resolution Favoring Increase on Shingles and Lumber Duty.

Provincial Secretary's Motion Towards Preventing Undesirable Immigration Passed.

The legislature spent some time yesterday in discussion of two very important motions, which were passed by adjournment. One of these was to ask the Dominion government to protect the lumber industry of the province by imposing duties on lumber and shingles equal to the duty which the United States places on such articles shipped from Canada. This was brought in by the Premier by consent of the house without formal notice, and received the consideration of all the house with the exception of three members, Mr. Macpherson, Mr. Macpherson and Mr. Macpherson. Another very important resolution carried was that by Hon. Col. Baker asking the