

GOLD AND TRADE.

Mr. W. F. Thompson, editor and manager of the Yukon Sun, thinks there is greater necessity for an assay office in Dawson City than in either Victoria or Vancouver. He gives very good reasons for his opinion, too, chief of them being the great inconvenience to the traders of the North are put to through the use of gold dust as currency. Assay offices should have been established at Dawson and Victoria, the former for the benefit of the people of the North and the latter for the convenience of the diggers of the coast, who have been in the habit of marketing most of their dust here. But we are pleased to know that the energy of the business men of Vancouver has been rewarded with an office there. The chief thing is to retain in Canada all the business that rightfully belongs to us. The report of the director of the United States mint shows that but for Canadian mineral products the institution at Seattle might as well close its doors. Such things should not be, and when we succeed in getting trade diverted to its natural channels in spite of the opposition of conservative bankers who perceive danger to their craft in all departures from established custom, they will not be. The Post-Intelligencer has been telling its readers lately that its country is quite independent of all foreign countries and can raise its tariff to an altitude sufficient to shut out all their goods and laugh at their attempts to retaliate. Our contemporary is surely wilfully blind. Seattle would have been a much smaller city to-day and the Post-Intelligencer a very much poorer newspaper but for the trade of the Canadian Northwest.

THE STRIKERS.

British Columbia is again in the throes of a conflict which is only less baleful in its effects than civil war. Combined capital and organized labor confront each other on the coast and in the interior. The strike of the miners at Rossland is not because of any reported grievance of the labor immediately interested; it is one of sympathy with locked-out union men at a smelter in the United States belonging to the Le Roi company. The trouble there is said to have originated in the resolution of the company to employ non-union men. It has been conducted in an orderly manner, as no doubt the conflict at Rossland also will be. But little less deplorable on that account. The hardships which have resulted from the strike on the C. P. R., the public will learn little about. Those who endure the most have the least to say. Men who earn from a dollar to a dollar and a half a day cannot store away large amounts for times of misfortune such as these. The women and children are the chief sufferers. If eviction from the little homes on the side of the railroad be added to privation of another kind then the evils which follow in the wake of strikes will be fully brought home to the community. Few there are who are responsible for the trouble allow their minds to reflect upon consequences at a time when it is possible to avert strife. At this time when the company must be suffering because of the withdrawal of the confidence of the public in the road, diminished travel and possibly deteriorated road-bed, and the employees are aware of the possibilities which confront them and those dependent upon them, it should be a fitting opportunity for some one vested with authority to step forward and effect a settlement and reconciliation.

The situation on the Fraser presents a more serious aspect. The reputation of British Columbia as a law-abiding province is at stake. Deprivation of employment and possible discouragement of capital are to be deplored. The fishermen are to blame for attempting to drive the Japanese from the river by force; but it was wrong in the first place for the Japs to arm themselves, and if they were encouraged in their action, as alleged, the responsibility for the present serious state of affairs rests equally upon all concerned. The police are doing their whole duty now, but if they had commenced their disarming operations sooner they would have done better. The possibility of trouble has been known for some time, and the gathering of guns and ammunition must have been proceeding steadily for days. The Japs should have been given to understand that the law is powerful enough to protect all in this country and set about their business in a peaceful frame of mind. The strikers who were caught in acts of violence are now face to face with justice, and it is not necessary to comment upon the gravity of their offence. The better class of fishermen are not likely to be taken in such a net.

The gravity of the industrial situation in British Columbia will now be thoroughly understood. There is a strong probability of the same scenes being enacted yearly on the fishing grounds as long as the conditions remain as they are. The cannery maintain that they cannot conduct their business profitably without Oriental or Indian cheap labor. Their contentions appear to us borne out by the financial results of recent years. The troubles began with the formation of the fishermen's union. It is a notorious fact that the chief agitators are not bona fide fishermen at all, and that if left to follow the bent of their own will there would be an ample supply of workers at the rates offered by the cannery. There is not much likelihood that the cannery in the United States are at the bottom of the present trouble. They are not losing much sleep over the tribulations of their competitors

on this side, we may be sure. Such an idea no doubt originated from the presence of so many agitators from the Sound on the scene of turmoil on the Fraser. These leaders are bringing reproach on the cause of labor in this country, besides ruining business and killing industry. There is no way of dealing with them unless they bring themselves under the power of the law. The unions should discard them. In the northern fisheries, which are at present "hit of the same" in which these men travel, no difficulty is ever experienced with labor. If all fishing operations on the Fraser are not to be brought to an end until such time as the present troubles are forgotten and a new class shall arise to man the boats and cast the nets, something must be done to end this condition of affairs. The fishermen would be the chief losers if traps were substituted for their labor, yet they seem bent upon driving the powers interested to some radical measures to secure relief.

COAST-KOOTENAY ROAD.

The Chief Commissioner of Lands and Works informed a representative of the Golden Era that the government contemplated putting a force of surveyors in the field for the purpose of endeavoring to find a feasible route over the Hope Mountains for the Coast-Kootenay railway. If such a route can be found arrangements will be made at an early date for the building of the line by the C. P. R., and the country will thus be given the connection with the interior for which it has been clamoring. Thus the suspicion that the C. P. R. is the only concern with which the government will have any dealings is confirmed. It is to be given not only the privilege of building, but the country will pay the cost of finding out the most feasible route. The demands of the country for competition are to be ignored. But there is a possibility that no feasible route over the Hope Mountains will be discovered. In fact it is hinted that it is not desirable to find a pass just yet for a while. The railway company in control of the government thinks the agitation for direct connection is all sentiment. It can attend to the transportation business quite effectively over its present lines, with the assistance of the branches it is building in the interior. So the works of construction in the vicinity of the coast will not be of vast dimensions for a while yet. The chief thing is to block the operations of Jim Hill. There will be no difficulty about keeping the brakes on the wheels of progress as long as the present government is in power. When it goes out—as it may do quite suddenly despite the efforts of apparently omnipotent monopoly to keep it in—it will be discovered that the C. P. R. has made its grip pretty firm upon the province.

In the meantime the Great Northern is perfecting its connections in the interior. That country will not stand still. There is too much activity, few there are who are responsible for the trouble allow their minds to reflect upon consequences at a time when it is possible to avert strife. At this time when the company must be suffering because of the withdrawal of the confidence of the public in the road, diminished travel and possibly deteriorated road-bed, and the employees are aware of the possibilities which confront them and those dependent upon them, it should be a fitting opportunity for some one vested with authority to step forward and effect a settlement and reconciliation.

"J. J. Hill and his associates have incorporated a railway company in Washington, which greatly concerns the people of British Columbia. The capital of the company is ten million dollars, and Mr. Hill owns all the shares but forty, which are held by his associates. The railway will be built from Marcus, on the Spokane Falls and Northern, south of Northport, in a northwesterly direction to Cascade city, on the boundary where it will connect with the V. V. & E., which will build from Cascade to Nelson, Wash., a distance of 17 miles, passing by Grand Forks, and having a branch running up "North Hill" to the town of Phoenix, the great mining camp of the Boundary country. From Nelson the Hill Company will build into Republic. The Hill syndicate will also run a railway up the Columbia and Okanagan valleys from Wenatchee, on the main line of the Great Northern railway to the country line of Okosoy lake, and then branch east to connect with the Republic line, thus forming a complete line, taking in Northern Washington and Southern British Columbia and the rich valley of the Colville camps of British Columbia. To complete the project the V. V. & E. will build from Okosoy lake northward, following the Similkameen river, will tap Keremeos, Ollalla, Similkameen City, the Nickel Plate mining camp, and then go into Princeton and on up to Granite Creek, Tulameen City and Nicola. Thus all the southern trade of British Columbia will go to further build up Spokane and by way of Wenatchee will help to enrich Seattle."

THE CANADIAN NORTHERN.

Hon. J. H. Turner at the Board of Trade meeting yesterday said that he had met the promoters of the Canadian Northern Railway and that they were in favor of continuing their line to the southern portion of British Columbia and Vancouver Island. This is the company which, through the medium of the Manitoba government, has acquired control of the lines of the Northern Pacific in that province. It is the most active competitor of the Canadian Pacific in the West, and has sections of lines now in operation which, when connected, will form a great and important transcontinental line if carried through the Rocky Mountains to the Pacific Ocean. It has been built principally as a development or colonization road, has received subsidies from the federal government, and the Dominion government and has been so successful that its promoters seem to have been able to command all the British capital necessary for their purposes. A

conversation with the gentlemen at the head of these great undertakings has convinced Mr. Turner that he was in error when he referred to the British Pacific as a preposterous scheme, or something much worse than preposterous. The men who suggested that line through the great undeveloped regions of North of Vancouver Island and the North were blessed with greater faith in the resources and future of the province than the Minister of Finance, who through his visions and word pictures had been upon occasions. If that line had been built there would have been a connection for it at the Yellow Head Pass when it arrived there. But these reminiscences are of no consequence now. The Canadian Northern is coming to the coast and we should do all in our power to secure its terminals for Victoria. With the development of the trade of the Orient and the opening up to settlement of the fertile lands and exploitation of the minerals of the North such a road should not interfere to an alarming extent with existing railroad interests. It would for the most part be outside of the territory in which the C. P. R. claims a preserve, and as the majority of the officials of the latter road have always professed the most profound contempt for Victoria, no doubt Mr. Turner and his colleagues would be graciously permitted to support it. But even if the usual forces were in antagonism, with might, with the assistance of the Dominion government, be able to induce the Canadian Northern people to bring their line this way. There seems to be no hope in any other direction at the present time, and the matter is worthy of consideration. No doubt the provincial government will enter into negotiations and give Mackenzie & Mann time to consider the subject and make the necessary arrangements.

BOARD OF TRADE MEETING.

The annual report of the Board of Trade is more interesting than usual. The greater portion of it deals with the progress and prospects of British Columbia generally, and will no doubt be of considerable value for advertising purposes, but the residents of the province will read the parts which relate to transportation and the frank criticisms of the policy of the provincial government contained therein with the greatest avidity. The generalizations and forecasts appear yearly; the strictures are a new feature. It is a healthy sign, and taken in connection with the good sense which saw fit to adopt a more appropriate name, indicates that the Victoria business men's association has been quickened and revived. Criticism of the Dominion government by the British Columbia Board of Trade has always been expected as a matter of course, when the lack is applied to the experience of all commercial houses in British Columbia. There is a disposition to throw a brick or two at the Dominion government also; but the fact must be borne in mind that Sir Wilfrid Laurier stated most explicitly that he thought close connection between the Coast and Kootenay was desirable in the interests of both sections, and gave the impression that the government contemplated aiding that section of line at least whatever might be done with other projects. The inference is natural that the terms asked and the conditions imposed by the local authorities killed that scheme as well as all the others mooted. This possibility was pointed out by the Times at the time the questions were up for discussion in the House here. It will be of no effect to point out that British Columbia pays into the Dominion exchequer so much more money than she gets out of it. The Bright's Disease at one time was the cause of a large proportion of the deaths in this province. It was considered incurable and until Dodd's Kidney Pills were introduced it was incurable. Not so, however, now. Dodd's Kidney Pills have almost wiped the disease out. Not is Diabetes heard of now to any great extent.

The most common form by which Kidney Disease manifests itself is Backache, and here Dodd's Kidney Pills are recognized as the surest and quickest cure for Backache ever invented. They work on the sound principle of going to the root of the trouble—the Kidneys—whereas they differ from all other backache medicines except imitations of Dodd's Kidney Pills. They do more than merely relieve. They positively and permanently cure thousands of people are ready to testify.

O. Dionne, a well-known resident of Matane, says, "Dodd's Kidney Pills have cured me of my Backache and I recommend everybody to keep them in the house. They are a wonder as a remedy for Backache and a disease of the Kidneys."

More Men Join the Strikers—Big Mines Are Closed Down. Rossland, B. C., July 12.—The latest developments in the miners' strike situation is that the crews of the Centre Star and W. G. Jones have joined the Rossland Great Western miners and the big mines of the camp are closed down. About 300 men were employed in the mines closing down to-day. "Everything is very quiet in the city. No excitement exists and a spirit of good feeling prevails that augurs for a settlement at an early date. The board of trade has a special committee interviewing the Miners' Union executive to-day with a view to securing information as to the situation. He outlined an arrangement of differences without further delay.

THE COMMONEST OF ALL TROUBLES.

Dodd's Kidney Pills Are Used More For Backache Than For Any Other Kidney Affection.

Bright's Disease Not So Frequent of Late Years—Dodd's Kidney Pills Undoubtedly the Cause—Diabetes Also Far Less Prevalent.

Matane, Qu., July 12.—(Special).—Not only in this neighborhood but throughout the Province of Quebec there is a marked decrease noticeable in the number of cases of Bright's Disease reported. This fact is undoubtedly due to the wide use of Dodd's Kidney Pills in the earlier stages of Kidney Disease. Bright's Disease at one time was the cause of a large proportion of the deaths in this province. It was considered incurable and until Dodd's Kidney Pills were introduced it was incurable. Not so, however, now. Dodd's Kidney Pills have almost wiped the disease out. Not is Diabetes heard of now to any great extent.

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the province being fenced in as a preserve for the C. P. R.; the provincial government says there is no virtue in competition, that regulation of rates is the cure for all transportation evils, and it proposes to give every thing to the C. P. R. and regulate its rates. It is the provincial government in alliance with the C. P. R. on one side and the Dominion government supported by public opinion in British Columbia on the other. Such a position is not worthy of a business government, and such a government is not worthy of the people of British Columbia. The Board of Trade of Victoria has expressed its opinion. The government is in no hurry to open the seat held by its appointee to London to give the people of Victoria generally an opportunity to record their opinion. Engineers must first be sent out with instructions to make a report which it is hoped will placate public opinion.

Another interesting feature of the report of the Board of Trade is the lament that owing to the high rates charged by the White Pass Railway a considerable proportion of the trade of the north is passing from Canada to the United States. Freight via the all-water route are very much lower than over the White Pass road, the discrepancy, we suppose, being more than enough to offset the duties upon American goods. The navigation of the Yukon has not yet by any means reached a state of perfection. There is no doubt, still room for a considerable reduction, and the conditions are liable to become more acute as the years roll around, unless something be done for our protection. We have already had abundant cause to regret that the all-Canadian line to the gold fields was not built. We shall have more cause to lament yet, apparently.

The board has done well in calling attention to all these things. It bodes well for that body and for the city whose interests it guards that its criticisms are being applied in quarters where they will have a wholesome effect.

The Colonist was real cross when it came out this morning. It "got up on its hind legs" after the manner and style of the poets of Vancouver and emitted a prolonged roar, with its ears set back viciously as a proof of its deadly earnestness. All the uproar was caused by an alleged attempt on the part of the Times to misrepresent its attitude towards workingmen. The position of our contemporary on all questions in which the public are vitally interested is too well known to be injuriously affected by anything appearing in the Times or any other paper. It is not necessary to say more on the subject.

There are rumors floating around in all parts of the country that the Premier of British Columbia is not in love with his job of superintending a business government and will resign. Will the Colonist, which knows all things and is quite willing to give the public the benefit of its opinions when it is in good humor, say something upon this point and set the public mind at ease?

SITUATION AT ROSSLAND.

More Men Join the Strikers—Big Mines Are Closed Down.

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Mother and Baby

When baby is well mother is happy. When baby is cross, fretful, feverish and cannot sleep, Mother is depressed, worried and unhappy.

Baby's Own Tablets

will make both mother and baby happy, because they cure all the common ailments that affect infants and young children. They sweeten the stomach, regulate the bowels, cure colic, aid teething children, and promote sound, healthy sleep.

Guaranteed to contain no opiate, and no poisonous "soothing" stuff. Do not gripe or irritate and have no drug taste.

Mrs. E. Jones 55 Christie St., Ottawa, says: "Have used Baby's Own Tablets and find them just the thing for baby"



Sold by druggists or sent post paid on receipt of price (25 cents a box) by addressing THE DR. WILLIAMS MEDICINE CO., BROCKVILLE, ONT.



Programme Approved

The Citizens' Meeting Last Night Discussed Various Clauses Suggested.

Many Favor a Platform on the Street for the School Children.

The public meeting held last night for the purpose of laying before citizens the plans regarding the reception programme was not very largely attended.

Mayor Hayward, owing to sickness in his family, found it impossible to remain. He opened the meeting and read a letter from His Honor the Lieut-Governor regarding his inability to be present, and enclosing a communication from the Governor-General acknowledging the receipt of the request to have the Duke of Cornwall and York lay the corner stones of the James Bay causeway and the Point Elliot bridge, and stating that the approval of the Duke would be asked.

Ex-Mayor Redfern was elected as chairman of the meeting. He outlined the reason for calling this meeting of citizens. The minutes of the former meeting and the report of the committee as to a programme for the visit of the Royal party were read.

It was decided to take the suggested programme up item by item. A discussion ensued upon the first item dealing with the reception at the outer wharf. There was a general feeling expressed that the including of floats in connection with the reception would not be becoming. Some objected to including the navy and military forces in the programme without their being consulted. It was finally decided to allow the floats to stand with the word floats being struck out.

The next point to be objected to was that concerning the review of the school children and the feasibility of having it on the exhibition grounds. Trustee Jay said that the matter had been brought up at a meeting of the school board. Without affording transportation it would be practically impossible to have such a march of five miles through the dust for young children could not be considered. He would prefer to have a platform erected upon which the school children of the city and of outlying schools could view the procession, and in that way take a part in the programme.

Joseph Person thought the children would find their way their way. He thought they could assemble at the central school and then march to the grounds.

C. H. Lugin, reading from the Ottawa correspondence of the Toronto Globe, called attention to what appeared to be a typographical error by which Victoria was not included in the places where a Royal salute would be given. It was decided to ask the mayor to call the attention of the Lieut-Governor to the omission.

Communications from various societies offering to cooperate in the matter of the reception were referred to the committee.

It was decided that the programme meeting of the 17th inst. should be the general committee for carrying out the programme.

Hugh S. McDonald, A. E. Lewis, Geo. Jay and C. H. Kemp were added to the committee.

It was suggested that the general committee meet on Wednesday evening next. The meeting then adjourned.

"THE FLAGS." (A Toast). Here's to the flags that no foe can subdue, The Stars and Stripes and the Union Jack, too. May these emblems of Liberty never miscarry. Let the flags intertwine and the folks intermarry: For to John and to Samuel fast friendship is vital While John loves an hess and Sam loves a tittle. May John and his big cousin still emulate In the business of yachting, and pleasures of State. "What we have well hold," on John's banner is set: Then Sam spreads his cloth, "What we haven't we'll get." Wig the Lion gave birth to the Eagle's a mystery That puzzles most students of Natural History: Yet, granting they both from the one root have sprung, Let John hold his havings, and Sam hold his tongue. F. I. T. Victoria, B. C.

CASTORIA For Infants and Children.

STUDENTS BACK

After Spending a Month on the West Coast—More Coming Next Summer.

Raymond Osborne, of Fargo, N. D., Miss L. and M. Fanning and Miss Asselton, of St. Paul, Minn., comprise a portion of the party of students from the University of Minnesota who have spent the last month at the botanical station at Port Renfrew, investigating the animal and plant life of this coast. The remainder of the party will arrive in the city on their way East on the next steamer.

Those in the city report that the party spent a most enjoyable time on the coast. They found some very interesting specimens of plant and animal life. Two new species of seaweed were found. The specimens on this coast of the same kind as those found on the Atlantic seaboard are reported to be twice the size of those found on the latter coast. Many exploring parties were formed, and the country in the vicinity of the botanical station, it is safe to say, was thoroughly gone over and inspected during the stay of the students.

J. J. Baird, who also arrived from San Francisco the other day, says that it is his intention to enlarge the station, and next year a larger party from Minnesota will spend a few weeks of the summer there. A great deal of inconvenience was experienced on account of the absence of a road from the station to the wharf, which is a distance of about four miles. The government, however, are at present building a road from the station to the new wharf, a distance of two miles, which is being erected by H. E. Newton, and next year the visitors will not experience this inconvenience.

Next week, according to Mr. Blair, lumber will be shipped to Port Renfrew for the purpose of constructing Newton's wharf, and also for the purpose of building a new hotel, which is to be erected at that place also by Mr. Newton.

Four Poles entirely ignorant of the English language arrived in the Sound yesterday. They landed on the Sound boat and were taken in tow by some individual who had evidently been expecting them. They came from Washington, where they have been employed in the coal mines. To some members of the trades and labor council, through an interpreter, they said they were bound for British Columbia, and they apparently had not the slightest idea that they had reached one point of their provincial destination. One of them had a piece of paper with "Extension" written on it, and it was finally learned that they were bound for Extension to work at the mines. Whether inside or outside it was impossible to say.

They were to receive \$2.50 per day, a larger amount than that received by them in Washington. They are alien of the most objectionable type, and are being held in the city, where they are helping to swell the population of the United States. With absolutely no knowledge of the language, none of them are able to do anything but apparently as little of the obligations of citizenship, they are truly typical representatives of the class of immigrants who are not appreciated in this part of the world. They left for Extension on the train this morning.

Chicago, July 12.—Servant girls and working women generally have taken the preliminary steps for the formation of the union for which they have been working long to that array of foreigners who are helping to swell the population of the United States. With absolutely no knowledge of the language, none of them are able to do anything but apparently as little of the obligations of citizenship, they are truly typical representatives of the class of immigrants who are not appreciated in this part of the world. They left for Extension on the train this morning.

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TO ASSAY GOLD

Provincial Government Has Arranged For Its Treatment in This City.

Announcement Made At A Meeting of B. C. Board of Trade Yesterday.

A few announcements of special interest to Victorians were made at the twenty-second annual meeting of the B. C. Board of Trade held in the association's rooms yesterday afternoon. It was to the effect that arrangements had been made for gold to be assayed in this city, and the other was that the government is about to send out a party of surveyors for the purpose of surveying the proposed route for the railway Kootenay.

The meeting was very largely and representatively attended. Vice-President L. G. McQuade presided, and the following were present: Hon. J. H. Turner, Minister of Finance; Hon. Richard McBride, Minister of Mines; J. P. Richard Hall, M. P.; P. Prior, M. P.; Thos. Earle, M. P.; Mayor Templeman, Sir Henry C. Mayor Hayward and other prominent citizens.

Before proceeding with the reading of the annual report, the secretary read a letter received from the government during the morning which read: "The following is a list of the names of the assayers to be appointed for the year 1901: J. H. Turner, Secretary Board of Trade, Victoria."

Dear Sir:—In reply to your letter of 26th, in which you request that the government should guarantee the assay of any gold assayed throughout the province, your office by issuing orders on the provincial treasury for the value of the same basis as is paid by the Dominion government in Vancouver, I and the banks having made satisfactory arrangements with the treasury, the handling of gold in the way indicated by government is prepared on and after next to issue gold certificates. Bares assayed in the provincial assay here or in Vancouver, guaranteed and sealed at face value at any of the banks of the province.

Yours truly, J. H. TURNER, Minister of Finance.

The letter was received with a warm applause. The annual report was read as follows:

To the Members of the British Columbia Board of Trade: Gentlemen,—Following the annual report, adopted by retiring officers, the past twenty-one years, it is our privilege to submit for your consideration a brief review of the various interesting commercial events of the past year, and in order that you may readily understand the progress made during the past year, we have endeavored to present a list of the various subjects in the order with which you are familiar:

Mining. Lode mining is still in the initial stage of development, for it will be recalled that the output of such mines was only three-quarters of a million dollars during the twelve months ending December 31st, 1900, the output a little over ten million dollars, compared with the output of the previous year, which was only one million dollars. The number of shipping mines in operation at the end of the year was 30, but the increased output, principally from the new mines, was from the older mines, and furnished the increased output of the year.

Trail Creek.—In the Trail Creek division, two mines shipped 200,000 ore during 1900, and the shipment seven others aggregated 17,017 additional. Extensive developments were made in the division, and one of them 113 men were employed, although there were 200 men in the division at the end of the year. From the number of claims filed in the division, it is desired to obtain Crown Shippments from Trail Creek have been made lately, and during the months of this year are about 100,000 tons. The mines of this division, those made in the twelve months of the ore produced by these mines being gold, silver and copper, and extracted by the usual methods.

Boundary Creek.—The country west of Trail Creek, embracing Forks and Kettle River, is known as Boundary Creek. The mines of this division, somewhat similar to those mentioned; though richer in copper than in gold so far as discovered, are in the hands of the same owners, and in consequence of loss of transportation to smelter mines only recently commenced. During 1900 the shipments totalled 900 tons. Between January 1st and April 30th, this year, over 100,000 tons in this division exceed 12 million dollars. The mines of this division, based on smelter returns, stimulated increased activity in development.

Nelson.—In the Nelson division, there has been a marked improvement in development works, although not change in output. Additional shafts have been recently installed and returned to work. The mines of this division are very promising for the future. The mines of this division, those made in the twelve months of the ore produced by these mines being gold, silver and copper, and extracted by the usual methods.

Slocan.—There are 40 shipping mines in the Slocan division. The output in 1900 was 35,000 tons, and the shipment in the middle of May, 1901, was 10,000 tons. The mines of this division, those made in the twelve months of the ore produced by these mines being gold, silver and copper, and extracted by the usual methods.

Some of the properties being worked in the Slocan division. Work was done on over 700 claims. The mines of this division, those made in the twelve months of the ore produced by these mines being gold, silver and copper, and extracted by the usual methods.

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To Assay Gold

Provincial Government Has Arranged For Its Treatment in This City.

Announcement Made At A Meeting of B. C. Board of Trade Yesterday.

A few announcements of special interest to Victorians were made at the twenty-second annual meeting of the B. C. Board of Trade held in the association's rooms yesterday afternoon. It was to the effect that arrangements had been made for gold to be assayed in this city, and the other was that the government is about to send out a party of surveyors for the purpose of surveying the proposed route for the railway Kootenay.

The meeting was very largely and representatively attended. Vice-President L. G. McQuade presided, and the following were present: Hon. J. H. Turner, Minister of Finance; Hon. Richard McBride, Minister of Mines; J. P. Richard Hall, M. P.; P. Prior, M. P.; Thos. Earle, M. P.; Mayor Templeman, Sir Henry C. Mayor Hayward and other prominent citizens.

Before proceeding with the reading of the annual report, the secretary read a letter received from the government during the morning which read: "The following is a list of the names of the assayers to be appointed for the year 1901: J. H. Turner, Secretary Board of Trade, Victoria."

Dear Sir:—In reply to your letter of 26th, in which you request that the government should guarantee the assay of any gold assayed throughout the province, your office by issuing orders on the provincial treasury for the value of the same basis as is paid by the Dominion government in Vancouver, I and the banks having made satisfactory arrangements with the treasury, the handling of gold in the way indicated by government is prepared on and after next to issue gold certificates. Bares assayed in the provincial assay here or in Vancouver, guaranteed and sealed at face value at any of the banks of the province.

Yours truly, J. H. TURNER, Minister of Finance.