

British Columbia.

VANCOUVER.

George M. Black, the widely known Hastings pioneer, died Monday morning. He came to the province from California in 1839.

Very Rev. Father Eumelin, of Vancouver, has received honors from Rome, his title now being Right Rev. Monsignor.

It is understood that the Golden Gate company are to part with one of the claims in Lillooet which has not yet been developed.

Wm. Templeton has announced himself as a candidate for the mayoralty. He and Ald. Banfield are the only contestants so far.

Dr. Thomas, medical health officer, in his annual report to the council says: "During the year 1896 the total number of deaths occurring in the city was 192, and it is with great satisfaction that I am able to report that during the year there was not a single case of infectious disease notified to me except one case of chicken pox. There were, however, 14 deaths from typhoid fever, but of these many were brought from outside the city boundary."

The origin of this disease is frequently involved in much obscurity, but it is well known that contaminated food or water is practically the only means by which it originates, as an instance of this is the case of the disease in England recent investigations have shown that in many cases it has arisen from eating oysters that have been cultivated in, or gathered from, sewage contaminated waters. Hence it is possible to carry the germs of the disease from a far distant source and to spread them amongst a community, we may always expect to meet with cases however perfect the sanitary conditions may be.

Mr. W. Pugsley, formerly solicitor-general in the New Brunswick government, arrived here on Sunday night. Mr. Pugsley is now out of politics and came out on private business.

Several deals on properties have been consummated in the Lake lately, although no very big figures have been quoted, yet they are of sufficient size, considering the properties, to demonstrate that interest in the camp is active and will develop rapidly with the break-up of winter.

It has often been complained that the service supplied by the C. & K. S. N. Co. is insufficient when the competition which they have to meet from the south is considered. A case in point was reported last week where freight shipped from Revelstoke on November 11th had not reached Cody on December 9th.

PORT STEELE.

Quite a number of men are engaged in taking out ore on the Dibble group for shipment as soon as navigation will permit.

The North Star mine has thirty men engaged in taking out carbonates, a large number of teams are engaged in hauling them to the company's landing on the river. It is reported that 6000 tons will be shipped during the coming year.

Assessment and development work has been done on numerous claims situated on Bull river, Sand creek and Elk river. It is the intention of the owners of several of these properties to have ore ready for shipment next season.

The Ram's Horn was located by Grady Ankhus last fall. A cut has been run in for some distance on the ledge showing carbonates. The ledge is about twenty feet in width. The property has been bonded for \$30,000.

On the St. Eugene six hundred feet of tunneling has been done, and they are now sinking a shaft through ore from the upper to the lower tunnel, a distance of 100 feet. At present there is about 4000 tons of ore on the dump, and fully 12,000 in sight which assays about 35 ounces in silver and 88 per cent lead.

On the Lake Shore a thirty-foot tunnel has been run, showing a large amount of galena in place; it is expected that the owners of this property will ship ore during the coming season.

ROSSLAND.

An important strike has been made in the shaft of the Giant. Four feet of ore, struck in the bottom-to-day, averaged \$50 in gold. Recent assays from rock near the Highland mine, four miles north of the town, also shows ore of good value. Samples yesterday went \$45.

The sale of the Enterprise in the Slooan country for \$300,000 to M. D. Hyman of Denver, Col., is confirmed. This property was bonded fourteen months ago for \$25,000 by the Finch syndicate. It has shipped more than enough ore to pay all the expenses of developments. It is said that Finch and his associates will clean up nearly \$300,000.

James Magon has been held by Justice Townsend for the murder of Dwyer near on Dec. 12. He will be transferred to Kamloops in a day or two.

ROSSLAND MINES.

Plans and specifications are being made for a steam hoist and four-drill compressor plant for the Sunset.

A force of men were put to work yesterday on the Iron Colt tunnel, which will be driven to tap the ledge at a depth of 150 feet. The tunnel will be about 350 feet in length.

Jeff Lewis has come in from the new camp on Sheep Creek and reports that the tunnel on the Victoria is now in 65 feet and that it has gone five feet into an ore chute which is ten feet wide.

When the ore was first encountered some of it was brought to Rossland and an assay showed \$19.20 in gold with some copper. Mr. Lewis says the ore now being taken out must run at least five per cent copper. The ore is a massive sulphide and the surface of the same ledge is another half mile from the ground shows some very fine chalcopryite.

J. T. Sullivan, superintendent of the Elise mine on Wild Horse Creek, arrived yesterday. He reports the shaft down 26 feet showing four feet of solid ore between two good walls. The ore is quartz carrying sulphurets, and recent assays average about \$300 to the ton. Exactly what the value of the ore is will not be known until shipment has been made to a smelter. One sample lot of four tons shipped from the surface two months ago to the Trail smelter ran a little over \$30.

ROSSLAND.

The War Eagle is making a record as a producer. In the past five days it has loaded forty-five cars of ore for the Trail smelter. The mine is now down 90 feet and is splendid ore. This gives a depth of 320 feet from the surface.

The management of the Trail smelter states that the matte produced of late is of the highest grade ever turned out by them. This is owing to the fact that the ore recently received is from the deepest working of the Le Roi and War Eagle, and is much higher in grade than ore from nearer the surface.

A miner named Dan Goggin, employed at the War Eagle, was charged with assault before Justice Townsend and remained to jail for eight days. At a late hour the night before he attacked a man named Daniel Murphy in the War Eagle bunk house with a poker, and the latter is still in a critical condition in the hospital.

SLOAN.

The Kootenayan. The Two Friends on Springer creek, shipped another carload of ore to Tacoma on Saturday.

There were rumors of the Neepawa, on Ten Mile, closing down, but the showing of ore has improved wonderfully during the last few days.

Four MBE properties will be connected by a wagon road next spring, the cost to be borne by the mine owners and the government.

The Vancouver syndicate, headed by D. McGillivray, who recently bonded the Lillie B group, on Springer creek, has let a contract to Long and Tucker, two of the owners, for the erection of the cabins on the property and the driving of 125 feet of tunneling.

Considerable feeling has been aroused by the action of the members of the Mine Club in hiring a Chinese cook. Mongolians have received scant courtesy in the past and the citizens are determined they shall have none of them.

Another tunnel has been started on the Bondholder, Ten Mile, and the force of men increased.

The Enterprise group on Ten Mile, will increase the force of men to forty next week when stopping will be commenced in earnest. A Colorado citizen of the name of Koch has the contract to handle the ore, and he is tearing up ground in good style. Ten tons of ore will be handled daily.

KASLO.

The Kootenayan. When in this city a few weeks ago, Sidney J. Pitts, of Victoria and London, purchased the lot immediately west of the review hotel, on which there is a blacksmith shop, for \$875. The other day he was offered and refused \$800 for the same lot.

The sampling works of the Kootenay Ore Company started work on Wednesday last, and run through thirty tons of ore from the well-known White water mine. There are further quantities on the ground and now that the works are in active operation, there is little doubt but what the consignment will be ample.

An important strike of rich ore is reported upon the B. N. A., a claim on the South Fork of Kaslo Creek, adjoining the Silver Belt. The B. N. A. is owned by Tim Cronin, Lanchey McLean and Green Brothers, who also hold two adjacent claims in extension. The new strike was made after going through 36 feet of granite wash, and running 24 feet on the ledge. An attempt was then made to cross cut from the foot wall, but at 17 feet the hanging wall had not been reached. Rich ore was struck however, showing considerable wire silver. Assays have not yet been obtained, but the ore looks very rich.

Ed. Baum reports a valuable find on the "Cuba Dan" group of which he and Mike Welch are the owners. The group is located about two and a half miles north of Bear lake, in the dry ore belt, between the Wellington and the London. They have run three tunnels, in one of which they tapped the lead and got ore in paying quantities at 25 feet. They also have the Bullion lead on the property. They are still going ahead with work, but find difficulty in getting animals up with necessary supplies.

NELSON.

Nelson Tribune. On Thursday evening the passengers on the incoming train on the Columbia & Kootenay railway had an exciting experience. A short distance this side of Forty-nine creek a freight car loaded with coal oil bumped the track, and the baggage car and passenger coach also left the rails. A stout coupling was the only thing which prevented the car from falling into the river, some fifty feet below. Not having suitable appliances for getting the freight car on the rails again, the coal oil was taken out of it and it was destroyed.

The "Bank of British Columbia" this week exported \$250 worth of gold dust to Helena, Montana.

J. D. Farrell, of the Idaho, says that the property shipped during November over 200 tons of concentrates and crude ore. The shipments averaged 230 ounces of silver. There is ore enough in sight on the property to last ten

months. The Idaho paid a regular monthly dividend on Tuesday. This dividend will distribute \$20,000 among the owners of the property. There are four and a-half feet of carbonate ore in the mine between tunnels No. 1 and No. 2.

John M. Harris of the Reco, estimates that the output of that portion of the Sloan which is drained by the Carpenter, will be \$3,000,000 during the present winter. With respect to the Reco he said that there were ten mines which would pay dividends from \$50,000 to \$200,000, and in all between thirty and forty properties would pay dividends. Respectively the Reco was said to contain a dividend of \$100,000 was guaranteed by March 1st, 1897. There is sufficient ore blocked in the Reco which, if worked, would pay regular monthly dividends of \$50,000 for two years. The Reco tramway and concentrator will be completed in the spring before the snow leaves the mountains.

A crosscut was being run in this level to strike the north vein. The vein was cut on Saturday. This should be a cold ore vein to be from 12 to 14 inches wide. A drift was run south on the vein thirteen feet, from which was taken a little over a carload of ore. Several assays were made, the average of them running as high as 4013 ounces in silver. On the 240-foot level a small vein has been cut from which assays from 2500 to 3000 ounces in silver. On the east vein the ore has been cut at three levels, the depths being 95 feet, 140 feet and 135 feet respectively. The average thickness of the vein is from 12 to 18 inches, and the average assays in silver from 65 to 300 ounces and about 50 per cent lead. Five carloads of ore were shipped from the mine in the past six weeks, and two carloads are sacked ready for shipment.

The annual meeting of the Hall Mines, limited, was held in London on Thursday. An attempt was made by the shareholders who are dissatisfied with the present management to effect a number of changes, but they were rather heavily outvoted, the friends of the party at present in control having a majority of some 70,000 shares.

The Nelson Miner. A cablegram received in Nelson today from London states that the meeting of the shareholders of the Hall Mines Ltd., resulted in the re-election of the majority of the old board of directors and said further that there would be no change in the general management of the company.

W. Walters, an insurance man, formerly of Spokane, died at the general hospital this morning and will probably be buried this afternoon. He was brought here in a domestic coach from the Hot Springs, Upper Arrow Lake, last Saturday.

In last week's issue the Miner inadvertently stated that Philip Lowes was from drownd at Robson, was a farmer on the Illecillewaet, and had been a read man on the steamer Illecillewaet. Deceased was an Englishman and has an aunt residing in Illinois. The C. & K. Company have been very diligent in the search for the remains, but it has been wholly unsuccessful. It is one of the most complete disappearances ever recorded.

The machinery of the Hall Mines is now all in place and is sufficient to admit of the mining of over 200 tons of ore per day. The tunnel is 600 feet and it is expected the first body of ore will be reached in a few days, the tunnel, which is double-tracked 9x3 working tunnel, will be continued about 500 feet more when the main body of ore is expected to be reached. It is being pushed forward at the rate of four feet per day. At present between 70 and 80 miners are employed stopping and prospecting the mine and about the same number on the outside. The electric light plant is now being installed in the mine and is expected to be in full working order early next week.

AINSWORTH. A report of one of the finest strikes made on the Kootenay lake come from Ainsworth. Working along a ledge on a road on the Dictator mine, one mile from Ainsworth, uncovered a magnificent body of ore. There is within the ledge a three-inch vein of galena which is almost the pure stuff. The ledge is three feet wide and extends along the mine for a distance of 100 feet. Phil Cooney of Spokane, the chief owner, will tap the ledge at a depth of 100 feet by running a 200-foot tunnel from the Alberta, the adjoining claim.

Another big development in the Sloan is reported on the Little Donald and Black Diamond. If the present bond on these properties is taken up it is proposed to run a large double track tunnel beginning on and running through the Highlander. Little Donald and Black Diamond. It would be fully 200 feet long, and reach a depth of 800 or 900 feet. This will be the biggest piece of work done in Ainsworth camp.

BOUNDARY CREEK. Mr. Robert Wood makes the following statement regarding the ownership of the lease of the Rock Creek coal fields: Mr. McConnell, who held the original lease, suffered from ill health and left the country to live in San Francisco, employing an agent to take charge of and see that the necessary annual work required by law was performed. It appears that the lessee's instructions were never carried out, and Mr. W. T. Thompson, thinking that the lease was annulled re-staked the ground and applied in the regular way for a license in the autumn of last year. Mr. Wood and others also staked last spring a number of claims in the same vicinity. The applications, however, were refused by the government upon the representation of Mr. Heine, that the lands were within the area to be granted to the Columbia & Western railway company as a land subsidy. In due course Mr. McConnell returned from California and his lease was restored to him on his pleading sickness and the failure of the agent to carry out his directions as reasons for non-compliance with the legal regulations. Messrs. Wood and Thompson are now associated with Mr. McConnell, being connected with him in the property. With regard to the other ground staked last spring, Mr. Heine's claim will be disputed for the very good reasons that the applications were sent into the government before the proposed route of

the Columbia & Western had been surveyed. Coal & Rock Creek has been steadily mined for the past three months, and at the present time two shafts are at work on the claim, and a local market has been found for the product. According to the report of the Messrs. Green Bros., analyses of samples taken from a vein of clear coal 18 inches wide, yielded coke 85.6 per cent and ash only 6.2 per cent.

The dispute with regard to the lease of the Jack of Spades has been amicably settled, and preparations will be made for developing the property on an extensive scale. Mons. Giro, the engineer sent out by the French syndicate holding the lease, is most anxious to make a dividend from the mine for its principals as soon as possible, and intends to erect a smelter on the property directly by the ore body. Meanwhile an increased effort will be made in mining in Boundary Creek—an air compressor, a dynamo, a saw mill, steel rails to extend a distance of four miles for a tramway, cars and other machinery have been ordered and will arrive in the course of a few weeks.

Eight men are at work on the Joe Dandy at Fairview. The claim is under bond to Lord Sudley, who recently visited the camp.

Mr. Dier is advertising for thirty miners to work on his properties at Fairview. He already has 25 men in his employment.

The shaft that is being sunk on the Old Lassies is now down 70 feet, and is said to be the last ten feet, so the contractor has found it difficult to keep the shaft free from water, which has been pouring in rapidly.

Twelve hundred pounds weight of supplies and provisions were taken up to the Adirondack Klumbert camp on Monday, and \$2500 is to be spent in development work. The property is bonded to Mr. W. T. Thompson.

C. E. Barkolomev brought down on Tuesday a magnificent specimen of gold, literally speckled and flaked with free gold, from the Combination.

A wife and mother living in St. John, N.S., says: "I shall ever pleasantly remember my first experience with Diamond Dyes. My husband had a Sunday coat that was getting to be a dingy and faded shade of brown. He needed a new one very badly, but could not afford it. After a day or two of very serious consideration I suggested that the coat might be dyed a good black, and stated that I would undertake the work. I had never dyed anything before, but having heard how easy it was to dye with the Diamond Dyes, I bought a package of the Diamond Dyes. I followed the directions for dyeing, and I was overjoyed with my victory. I was wholly satisfied with the results, and my husband was delighted. The coat when dried pressed and finished looked like a new one from a tailoring establishment. Thanks for your magnificent dyes."

Some curious stories are told of the ways of the newswoman in South Africa. It is said that a certain fresh clerk was imported for an office of the Netherlands (Transvaal) railway. The gentleman in question was made in Holland, and took thence an alarming amount of luggage. During the unpacking of one of his trunks—a trunk containing his personal effects, almost worthless. At this juncture prompt action was required, in order to prevent the accomplishment of this purpose, which was in line, Pettigrew said, with the dishonest and corrupt acts of these men through the agency of the committee. He said that the advertisement had been placed in the Wall Street Daily News, signed by J. G. Moore, James W. Alexander and John F. Adams, a committee, for the purpose of carrying out this scheme. The committee, he said, represents the great estates which control the Union Pacific railroad, which have made great fortunes out of the road and have so managed it as to "swindle the sinking fund" and cause great scandals in regard to the roads. A part of the plan was to have receivers appointed in the interests of the men who were controlling the road, to better facilitate the defeat of the government's claims.

The fear of the government's claim against the Union Pacific was the chief motive of the committee. Pettigrew favored the operation of the roads by the government. Pettigrew answered: "Certainly. The government could not possibly manage the Pacific roads worse than they have been managed. It would do away with pools, combines and discrimination of rates which has made the American railways largely an object for criticism."

Platt of Connecticut spoke of the imperative necessity of considering the important question of settlement with the Pacific roads. An indebtedness reaching \$15,700,000 was in danger of being lost, and yet the vast debt and the prospect of its being lost seemed to disturb no one.

As to the pending funding bill, Morgan said he opposed it, and when it came up he would insist on the fullest latitude of debate. He particularly desired to see the interests of the people of the Pacific slope protected against a combination of those two vast influences, the Union Pacific and the Central Pacific under private control. No section of the country had been so bound and made subservient as that of the Pacific coast by this Gorgon of a monopoly. He believed the pending funding bill should be re-committed to the committee and a more adequate remedy presented. The Union Pacific had enough in its treasury to pay the interest on the first mortgage bonds, and he thought it would be a better policy to let the government act as a bankrupt and liquidate, asking for pity. It was not only paying interest on its own bonds, but it was paying dividends to British bondholders. These roads were pressing what had become a fixed policy of railway management in the United States, the running down and wrecking of railroads in order to manipulate them.

Yet interposed at this point with a question as to the meaning of the President's recent message, that unless Congress acted on this Pacific railway question, the executive branch would act by January 1st.

Morgan gave a deprecatory gesture and said: "Now, in all Egypt there was but one

PACIFIC RAILWAYS

Discussion in the United States Senate Regarding the Bonded Debt.

Senator Morgan Makes Some Pointed Remarks About Monopolists.

Washington, Dec. 23.—The senate was unexpectedly diverted to-day from Cuba to the Pacific railroads. Soon after the session opened Pettigrew of South Dakota called up his resolution relative to the trust notes on the Pacific railroads. The senator made a savage onslaught on the Pacific railroad system in general, charging that a combination of private interests was seeking to absorb the roads, and close out the government. This opened the entire question, and Morgan of Alabama followed with a bitter arraignment of the Pacific roads, charging them with fraud and crime on a gigantic scale. The speech lasted until shortly before 2 o'clock, when the morning hour expired, thus sending over the Cuban question until after the holidays.

The urgent deficiency bill was reported and passed with minor amendments. It carries \$884,886, the larger part of which is for continuation of the work of the navy department.

Pettigrew of South Dakota called up his resolution appropriating \$10,000,000 to take up the first note of the Union Pacific railroad. He said this step was imperative to protect the interests of the government against the schemes of those who hold the notes, whose purpose was to absorb the branch lines of the Union Pacific. He believed the Union Pacific was not insolvent, and that the floating debt was created for the express purpose of consolidating and embarrassing the government lien. He pointed out that in 1891 while the Union Pacific road had \$28,000,000 of the stock of the branch roads in its possession, with earnings sufficient to pay expenses, pay the interest on the first mortgage bonds and furnish a surplus, this floating debt of \$8,000,000 was created.

"It turns up in the hands of the officers and directors and representatives of the road," he said, "and the bonds and stocks of these branch lines are taken by these officers and placed with Drexel, Morgan & Co., as security for the floating debt. Now, it is well for the committee to ascertain how this floating debt came into existence, the consideration received for it, and everything connected with it, in view of the fact that the road was earning its operating expenses, interest on its bonds and a surplus besides."

The senator declared that these people proposed to get control of \$83,000,000 of stock and bonds which control the branch lines of the Union Pacific independent absolutely of the rights and interests of the United States government. He said that the bonds and stocks are worth \$55,000,000 to-day upon the market. Their apparent purpose, he said, was to divert the business of the branch lines to other roads, and thereby to make the property upon which the government holds the lien, almost worthless. At this juncture prompt action was required, in order to prevent the accomplishment of this purpose, which was in line, Pettigrew said, with the dishonest and corrupt acts of these men through the agency of the committee. He said that the advertisement had been placed in the Wall Street Daily News, signed by J. G. Moore, James W. Alexander and John F. Adams, a committee, for the purpose of carrying out this scheme. The committee, he said, represents the great estates which control the Union Pacific railroad, which have made great fortunes out of the road and have so managed it as to "swindle the sinking fund" and cause great scandals in regard to the roads. A part of the plan was to have receivers appointed in the interests of the men who were controlling the road, to better facilitate the defeat of the government's claims.

The fear of the government's claim against the Union Pacific was the chief motive of the committee. Pettigrew favored the operation of the roads by the government. Pettigrew answered: "Certainly. The government could not possibly manage the Pacific roads worse than they have been managed. It would do away with pools, combines and discrimination of rates which has made the American railways largely an object for criticism."

Platt of Connecticut spoke of the imperative necessity of considering the important question of settlement with the Pacific roads. An indebtedness reaching \$15,700,000 was in danger of being lost, and yet the vast debt and the prospect of its being lost seemed to disturb no one.

As to the pending funding bill, Morgan said he opposed it, and when it came up he would insist on the fullest latitude of debate. He particularly desired to see the interests of the people of the Pacific slope protected against a combination of those two vast influences, the Union Pacific and the Central Pacific under private control. No section of the country had been so bound and made subservient as that of the Pacific coast by this Gorgon of a monopoly. He believed the pending funding bill should be re-committed to the committee and a more adequate remedy presented. The Union Pacific had enough in its treasury to pay the interest on the first mortgage bonds, and he thought it would be a better policy to let the government act as a bankrupt and liquidate, asking for pity. It was not only paying interest on its own bonds, but it was paying dividends to British bondholders. These roads were pressing what had become a fixed policy of railway management in the United States, the running down and wrecking of railroads in order to manipulate them.

Yet interposed at this point with a question as to the meaning of the President's recent message, that unless Congress acted on this Pacific railway question, the executive branch would act by January 1st.

Morgan gave a deprecatory gesture and said: "Now, in all Egypt there was but one

man, and he was divinely inspired, who could interpret the dreams of Pharaoh. The senator ought not to ask me to interpret the President's message. If any man is capable of interpreting that message, I am not stopping to interpret the message."

"Vest, with the message in his hand, desired a more exact answer, and proceeded to read the President's words, but he was cut off amid laughter, by Morgan's earnest remonstrance. "I wish the senator would not bother me with that message."

Morgan proceeded at considerable length, urging that it was of supreme importance that these roads should not fall into private hands, particularly the hands of foreign bondholders. It was coming to the point that an American stockholder in an American railway was a curiosity, who ought to be put in a side-show.

Gear quickly interrupted, citing the instance of an American road 7000 miles long, not only owned by Americans, but by American women, who held a majority of the stock.

"And who owns the bonds?" inquired Morgan. "Show me the man who holds the bonds, and I will show you who controls the road."

Gear spoke briefly, urging speedy action on the Pacific railroad question, and saying "he would seek to secure some headway immediately after the holidays. He announced that if a quorum of the senators were here during the recess, the meetings would be held to inquire into the questions which had been raised.

Pettigrew's resolution was then referred to the committee on Pacific railroads.

THE CREW OF THE DAYSPRING.

The missing boat of the steamer Dayspring, which was wrecked in the great pass north of New Caledonia, on October 16, while on a missionary tour about the New Hebrides, has reached Brisbane, with its occupants, consisting of the mate and five seamen, in an extremely bad and desolate condition. The experiences of the men as told in Australian mail advices brought by the steamer Mariposa yesterday are thrilling. When they left the scene of the mishap, it was decided to make for Heron island, but the weather was so rough that, after beating about for several days they had to make for the Australian coast. In the interval the boat was carried right over a coral reef, and being unable to find an opening on the opposite side the reef, which formed a sort of lagoon, the men had to take the boat right over it again. This was attended with great danger, as there was a high wind, and a heavy surf was breaking over the coral, rising at times to a height of thirty feet, but by pouring oil on the waves it was safely accomplished. On the morning of October 20, four days after leaving the wreck, the wind fell suddenly, and there being a steady sea, the boat, which is a twenty-foot cutter, was turned completely over, and everything it contained except two tins of meat and a bottle of calf-foot jelly was lost, while the breaker, which was half full of fresh water, was filled with sea water. The mast was also carried away for the second time. The men were left only with their trousers and shirts and had nothing to cover their heads or their feet. After about two hours the boat was righted, but with the fresh water gone. With the food supply very short, rough weather prevailing, the heat of the sun, and the loss of the sextant, the plight of the men was serious. In this dilemma the course was shaped for the Chesterfield group, hoping to make Long Island. A barren island in the group was first struck, and the men, in order to quench their thirst, threw themselves on the beach and allowed the waves to roll over them. The same day a fastigate was seen on another island, which was reached on the 23rd of October, and which proved to be Long Island. Here an abundant supply of water was found in the tanks of an old whaling and guano station, and the breaker and two water-tight compartments of the boat were filled with it. Large numbers of turtle eggs and coconuts were also found, and a turtle and a good many mutton birds were killed and salted with salt from the station and dried in the sun. The party had not matches and could not light a fire.

At Long Island the men had a rather novel experience. When they were making for the shore sharks snapped at the boat. The turtle that was killed was left just above high water mark, and the sea in the neighborhood was black with sharks, including one monster measuring almost double the length of the boat. They would come in with the tide and let the waves roll them over and over in the sand towards the carcasses. So numerous were they that the party could not get out of the boat, and had to draw it along the shore until they came to a spot where the beach suddenly dropped, and they could bring it close ashore.

Long Island was left on Saturday, the 24th, and a course was steered for Brisbane. The remainder of the voyage was without any noteworthy incident. The successful issue of the voyage is remarkable, considering that there was no map

Your cough, like a dog's bark, is a sign that there is something foreign around which shouldn't be there. You can quiet the noise, but the danger may be there just the same. Scott's Emulsion of Cod-liver Oil is not a cough specific; it does not merely allay the symptoms but it does give such strength to the body that it is able to throw off the disease.

You know the old proverb of "the ounce of prevention." Don't neglect your cough.

Under the name Scott's Emulsion of Cod-liver Oil. Put up in 10c. and \$1.00 bottles.