British company with whom the first agreement was made, or with other concerns, it will be done, but it not, the railway will clear the land itself. But the land is going to be cleared."

Steamship Lines

"We regard this steamer (the Princess Victoria) as a kind of ferry, and we are adding another, larger, more commodious and faster, which will be completed and, will arrive in Victoria by next winter. We are adding to the fleet as the necessity arises."

There is no denite decision with regard to the transfer of the new Empresses of Britain and Ireland from the Atlantic to the Pacific, and hence other questions, that of dockage, etc., are premature.

"Our mail contract expires next spring, either April or May, "Sir Thomas stated, "and we may require to cut down the time between Canada and Hong Kong. As I said at the annual meeting of the shareholders, there were two alternatives, this might be done by transferring the Empresses to the Pacific or by building two other boats specially for the route.

"A boat of the Monteagle type will probably be transferred in any event."

Conditions Satisfactory

With regard to conditions generally throughout the country, the president of the C. P. R. stated that they were most satisfactory. The appearance of the country had impressed him more favorably than ever before. The season on the prairies had been very late and in some portions the crops had suffered, especially in Saskatchewan and Northern Alberta, but this would be counterbalanced by the higher prices paid for the product.

The low price for metals might have somewhat lessened the output of some of the mines, but the smelters and mines of the Kootenay had been running to their capacity when the party passed through that portion of the country.

There had been some little let up in business on account of the stringency of the money market, and the country was undergoing one of those periodic adjustments which always follows a period of prosperity, but this was but temporary, and it could not check the onward progress and advancement of the great West.

Labor Question

The labor question was a difficult problem and one more perhaps for governments and politicians to deal with than for the officials of a railway. The question of the influx of Orientals was a live matter. Like others, he desired and hoped to see British Columbia kept a white man's country. On the other hand he wished to see every kind of machinery in existence to create occupations for white men. He could not see why there was such opposition to the Japanese entering the country, as he believed them in every way equal to the Caucasians.

Seymour Narrows

Upon the question of the bridging of the Seymour Narrows, Sir Thomas stated that he believed the proposal was altogether too premature. The enormous sum of money the project involved could be expended to much better advantage in other ways. He believed that the energies of the community should be expended to build up traffic to warrant such an expenditure.

Plans for Victoria

In response to a question as to the C. P. R. plans for Victoria upon the completion of the new hotel, Sir Thomas remarked:

"The company never 'booms' a place. A boom is something unhealthy. We are in business to aid in the development of the country, to do all that we can to help the country and incidentally to make returns for ourselves."

"Will the C. P. R. not take steps to bring to the attention of Canada, the United States and the world at large the unrivaled climate, scenery and physical advantages of Victoria?" was the final query.

To which Sir Thomas responded that the company, while not in the boom business, had no desire to see its hotel empty or its trains and boats without passengers.

SIDNEY LUMBER MILL CHANGES OWNERSHIP

M. Carlin and J. Billing Buy the Gulf Lumber Company's Plant

M. Carlin and J. Billing have purchased the lath and lumber mills belonging to the Gulf Lumber company, which are situated at Sidney. Both of the new owners are practical mill men. Mr. Carlin, who has made considerable investments in Victoria real estate, was formerly in the lumber business in the Kootenays, while Mr. Billing used to be with the Yale-Columbia Milling company. The latter will be in charge of the mill as manager.

The purchase comprises merely the mill and equipment and does not carry with it any timber limits, and for the present the new owners will do business with the mill as it stands. Later on they intend to extend it as business warrants. The new owners take over possession today.

Ask for Amherst solid leather footwear.

JAPAN WILL RESTRICT HAWAIIAN EMIGRATION

Companies Will Be Investigated—Thirty-five Only Allowed to Leave Hawaii Monthly

According to private advices received here, the Japanese government has begun an investigation into the methods of some of the more unscrupulous of the Japanese emigration companies, and a regulation has been made whereby emigration companies must deposit $25,000 as security for good behavior, which has forced six of the companies out of business. It is expected by local Japanese that several other companies will be forced to quit.

Local information is to the effect that the Japanese government has also decided to restrict in so far as possible the emigration of Japanese from Hawaii to British Columbia. No more will it be possible for Japanese in the islands to charter Kumerics or Indianas and load them with Japanese to be dumped here, and new regulations, which will shortly be issued by the Japanese government, restricting the number of those leaving Hawaii to 35 per month, of whom 18 must be men. How Japan is to enforce this regulation is not known.

STEAMSHIP LINES ON BOTH OCEANS

General Manager Hays on the Plans of Grand Trunk for Future

WESTERN LABOR QUESTION

Vice-President Smithers Much Pleased With Western Region

Montreal, Oct. 14.—In an interview today Charles M. Hays, general manager of the Grand Trunk Pacific, said his company will operate two fleets of steamers on the Atlantic and Pacific, but it was too early to discuss details. He would say, however, that the company will build its own fleets.

Regarding the labor question in British Columbia, Mr. Hays said that it was up to the contractors. He knew that in their endeavors to fill their engagements and get the work done they will employ anything that the law will allow them to employ—Japanese, Chinese, Hindus or anything else.

Alfred W. Smithers, vice president of the Grand Trunk, who returned with Mr. Hays from western Canada, said this was his first visit to that part of the Dominion, and expressed himself as greatly pleased with what he had seen of the country and of the Grand Trunk Pacific. His high expectations had in nowise been disappointed. The supporters of the Grand Trunk Pacific in England, said Mr. Smithers, will do everything possible to make of it all it should be in every respect.

Stomach troubles, Heart and Kidney ailments, can be quickly corrected with a prescription known to druggists everywhere as Dr. Shoop's Restorative. The prompt and surprising relief which this remedy immediately brings is entirely due to its Restorative action upon the controlling nerves of the Stomach, etc. Sold by Cyrus H. Bowes.

The Fielding Banquet

Ottawa, Oct. 14.—Sir Wilfrid Laurier and the Hon. Wm. Pugsley have gone to Halifax to attend the Fielding banquet on Tuesday night.

Schmitz Cannot Appeal

San Francisco., Oct., 14.—According to the District Attorney's office, Eugene Schmitz, formerly mayor of San Francisco, but now a convict for accepting a bribe, has lost the right to appeal to a higher court, owing to a blunder of his attorney, and must go to the penitentiary for that offence.

WINTER SCHEDULE COMMENCES TODAY

The C. P. R. Steamers on New Schedule—Service Begins This Morning

(From Wednesday's Daily)

The winter schedule of the C. P. R. Coast Steamship company will commence today. The steamer Princess Victoria made her last trip to Seattle last night. She will be replaced by the steamer Princess Beatrice as soon as that vessel can be made ready after returning from the north, probably tomorrow. The steamer Princess May, which arrived yesterday afternoon from Skagway, left at Midnight for Vancouver instead of the Princess Victoria, which tomorrow morning will leave at 1 a.m., and sail daily at that time for the mainland. The Princess Victoria will leave Vancouver at the same time as at present, being due here at 6 p.m. The steamer Amur, which has just completed an overhaul on the Victoria Machinery depot's ways, will replace the steamer Princess Beatrice on the northern British Columbia coast route, leaving tonight at 11 p.m. on her first trip. The Princess May will be maintained on the Skagway route all winter, giving fortnightly sailings. The schedule announced for the steamer is as follows: November 12 and 26, December 9 and 26, January 9 and 25, and February 9 and 25. The weekly service will, however, be maintained on the Lynn canal route until the end of this month, when the steamer Princess Royal will be withdrawn and will replace the steamer Princess Beatrice on the Victoria-Seattle route. The steamers Tees and Queen City will be maintained on the west coast and east coast routes of Vancouver island as at present.

CALEDONIA AT CANYON ON THE SKEENA RIVER

Arrived at Kitsalas on Sunday With Large Cargo—Hazelton Expected to Resume Service Today

The steamer Caledonia which was recently acquired by the Caledonia Steamship company of Prince Rupert and placed in service on the Skeena river reached Kitsalas canyon with a large cargo on Sunday. News to this effect was received in a private despatch received here yesterday. The Caledonia, which until withdrawn five years ago was operated on the Skeena by the Hudson's Bay company, was purchased by Capt. Magar, and associates.

The steamer Hazelton, which was floated and brought to Port Essington for repairs, has been made ready for service and is expected to leave Port Essington today for Hazelton, according to advices received by the Hudson's Bay company. The Skeena river is said to be in good condition for navigation and it is believed the Hazelton will reach Hazelton without difficulty. She will take a full load of general freight.

Old Member Dead

Chatham, Ont., Oct. 14.—H. H. Bell, ex-M. P., is dead, aged 85 years.

Shot In the Eye

Winnipeg, Oct. 14.—Harry Daly, hotel keeper of Napinka, is at the general hospital for treatment for a gunshot wound in the eye. He was out on a shooting trip in his neighborhood with a number of friends, when being in close proximity to where a shot was fired, a stray pellet struck him in the eye. At first it was thought that he would lose the sight of the optic, but hopes are now entertained that with skilful medical treatment this misfortune will be averted.

Veteran Minister's Death

Montreal, Oct. 14.—Rev. Theo. La Feur, one of the best known ministers of the Baptist church in eastern Canade, is dead, aged 87 years.

Ex-Judge Hamilton Dead

Kingston, Oct. 14.—Judge J. M. Hamilton, formerly of Port Arthur, died of cancer at the Clifton Springs, N. Y., sanitarium, this morning. Judge Hamilton was for seven years county judge of Halton. He was superannuated five years ago. He was a law student at one time in Sir John A. Macdonald's office. The body will be brought here for interment.

Hon. Mr. Aylesworth Deaf

Ottawa, Oct., 14.—Owing to deafness, Hon. A. B. Aylesworth has cancelled his engagements for public addresses, and will not take part in the North Wellington campaign or the demonstration to Hon. Mr. Fielding.

AMENDMENTS TO BE DISCUSSED

Representatives of Municipal Union Will Meet Attorney-General Bowser

The committee appointed at the last annual meeting of the Union of British Columbia municipalities to consider amendment to the Municipal Clauses act, will meet in this city on Nov. 9 in conference with the Hon. W. J. Bowser, attorney-general for the province, when the amendments will be considered at length. The annual meeting of the union was to have taken place at Nanaimo last Wednesday but was postponed indefinitely as the committee was not in a position to report.

The annual convention will be held next January or February when the report of the committee will be taken up and discussed at length. Since the last annual meeting the Municipal Clauses act has been amended by the provincial government, but there are still a number of matters which the municipalities of the province wish to have incorporated in the act. Owing to the portfolio of the attorney-general having been vacant for some time the committee of the union was unable to get together and the postponement of the annual meeting was consequently found necessary.

After the appointment of Hon. Mr. Bowser the committee was unable to confer with him in time to present a report at the scheduled date of the annual meeting. H. Bowes, the honorary secretary of the union, is now prepared to receive suggested amendments to the act from the municipalities of the province and any that are received will be taken up at the conference next month.

A weak Stomach, causing dyspepsia, a weak Heart with palpitation or intermittent pulse, always means weak Stomach nerves or weak Heart nerves. Strengthen these inside or controlling nerves with Dr. Shoop's Restorative and see how quickly these ailments disappear Dr. Shoop of Racine, Wis., will mail sample free. Write for them. A test will tell. Your health is certainly worth this simple trial. Sold by Cyrus H. Bowes.

TRAIL BUILDING IN FAR NORTH

Story of Mounted Police Work Between Peace River and the Yukon

Macleod, Oct., 14.—Inspector Camies, of Macleod, who had command of the party constructing the Peace River-Yukon trail has returned home. The trail was commenced at St. John, on the Peace River, and it is to be extended to the Yukon Territory. The purpose of the trail is to have an independent route to the Yukon without having to cross American country. In 1905 the work was commenced. Inspector Richards was in command of the winter quarters. A small detachment under Corporal McLeod, proceeded to Fort Graham and wintered there. The weather was very cold at times, the thermometer falling as low as 62 degrees below zero.

Early in May, Inspector Richards moved from the winter quarters to the end of the trail and commenced work, which was steadily pushed on. On July 27th, Inspector Camies took over the command from Inspector Richards, who was relieved on account of bad health.

The work was continued with energy and on August 23, the trail was completed to Fort Graham, 203 miles from St. John. By September 25, Inspector Camies had completed the trail to twenty miles west of Fort Graham towards Bear lake, making a total of 131 miles for the season's work. One officer, fifteen N. C. O's and constables and nineteen horses remained at Fort Graham for the winter, where they wre comfortably quartered and well supplied with provisions, but although the Government had despatched plenty of clothing, it had only reached Fort St. John. Inspector Camies reported that he could get plenty of moose skins, and that the men would not suffer. There was hard work and many hardships but one men did the work cheerfully.

Inspector Camies says: "There were no breaches of discipline. The men were active, willing and well behaved. They worked well and without a murmur at the hardest work. There was no shirking, although the men were often wet through a few minutes after leaving camp for their work in the morning and returned in the same condition at night. The route of the trail from Fort Graham was the subject of much consideration. Supt. Sanders was ordered to Hazelton in June, and after a close investigation recommended the following route: Leaving Atlin, follow wagon road to McKee Creek, then crossing creek, keep straight on, crossing O'Donnell river. Follow black pine ridge to Indian trail to Nakina river, and crossing opposite telegraph station, follow pack trail to where it joint McKenzie and Mann's pack trail, three miles north of Nahlin river, then follow McKenzie and Mann's trail to Telegraph creek. Cross Stikine river three miles above the mouth of Telegraph creek and take the old cattle trail to Blackwater, where it joins the government pack trail to Hazelton.

"This work was accomplished, and now comes word from Fort St. John that the trail to cabin number four on the old telegraph line, 100 miles north of Hazelton, has been completed by the R. N. W. M. P.

"This makes the season's work, and is indeed a credit to the force. From Hazelton the trail is eight feet wide the entire distance of 338 miles, cut clean and rough-graded. From Fort Graham to Bear lake is a distance of 120 miles. Muskeg is left out of the newly constructed Dominion trail, and mile posts have been erected to guide the stranger on his way every two miles. The forts have all lettered instructions to the wayfarer. From Fort St. John the trail follows the north side of Hallway river, to Cypress creek, over Laurier pass to Herkimer, and crosses the Findlay river to Fort Graham, a distance of twenty miles. From Graham it dips southwest, crossing Oliver pass, the Oslinka and Omenica rivers to the northern end of Bear lake to Fort Connolly, a distance of 120 miles. From Bear lake the trail goes north along the Sustut river and then cross the Skeena midway between Bear lake and Cabin No. 4, on the old telegraph line. Here is the first ford traveling eastward. The trail leads from here to Cabin No. 5, and a short distance beyond this it takes to the north on its way to complete the thousand mile road the Government is building from Edmonton to the Yukon."

The Mounted Police have blazed the trail so far. The next year will see the work extended and pushed until the independent trail is completed. Too much praise cannot be given the R. N. W. M. P. for the work done so far, and there is not a particle of doubt that it will be pushed to the finish. On the Peace river between St. John and Vermilion there is a strip of land 600 miles long and about 90 miles wide which those who have seen it pronounce one of the best grazing and farming sections they have ever seen.

To check a cold quickly, get from your druggist some little Candy Cold Tablets called Preventics. Druggists everywhere are now dispensing Preventics, for they are not only safe, but decidedly certain and prompt. Preventics contain no Quinine, no laxative, nothing harsh nor sickening. Taken at the "sneeze stage" Preventics will prevent Pneumonia, Bronchitis, LaGrippe, etc. Hence the name Preventics. Good for feverish children. 48 Preventics 25 cents. Trial Boxes 6 cents. Sold by Cyrus H. Bowes.

NEW CHANNEL AT SAULT.

Lake Navigators Will Be Much Assisted by New York.

Sault Ste. Marie, Oct. 14.—The water was turned into the new channel of the St. Mary's river at West Neebish yesterday, marking the completion of one of the biggest projects undertaken on the great lakes since the building of the Poe lock.

The new channel is over two miles in length, 9,000 feet of which is cut through solid rock. The channel is three hundred feet in width, with a depth at a minimum stage of water of twenty-two feet.

It is located 18 miles below the Soo, and lies to the west of Neebish island, the present channel being in the east of the old channel. This channel will hereafter be used solely for up-bound boats, the heavily laden down-bound craft using the new waterway which has none of the sharp turns which are embarrassing to the modern 600-foot freighters.

The new channel will not be formally opened to navigation until the spring. The project has cost upwards of three million dollars.

CONDITIONS NOT BAD AS PAINTED

William Whyte Says the High Prices Will Make Up for Crop Shortage

(From Wednesday's Daily.)

William Whyte, second vice president of the C. P. R., who arrived in Victoria with Sir Thomas Shaughnessy last evening, in discussing conditions upon prairies took a more optimistic view than some of those the alarmist kind which have been circulated here and elsewhere.

There had been a backward spring, and abnormal weather during the summer. Rain, moreover, had delayed the threshing, but in spite of this the outlook was not bad.

The C. P. R. alone is now shipping 250 cars of wheat a day regardless of the C. N. R. and while the grade of wheat is low compared with the average of other years, it will make up in the higher price what it lacks in quantity for there is a shortage of wheat all the world over.

Mr. Whyte gave an instance. Some of the wheat will grade "No. 1 feed." This is a commercial grade and this year will bring from fifty to sixty cents per bushel or as much as they got for good hard wheat last year and the year before. There will be a number of cases of individual loss, but the amount of money coming into the country would in the aggregate be fully equal to that of last year. Oats are bringing from 45 to 50 cents per bushel which is abnormally high.

What will come as a surprise to most people is Mr. Whyte's announcement that more cattle are being shipped from the west this year than in any previous year.

During the severe winter of last year there had been frequent reports of the immense losses of live stock. It was stated that many ranches had been wiped out of existence. The C. P. R. live stock agent reported serious losses and the reports gained general credence. But the reports and the reporters were mistaken.

The C. P. R. has already moved out as many as last year and the last year was the largest in the history of the trade and for the balance of the month the company will be shipping at the rate of sixty cars a day.

Mr. Whyte did not think that the check which has been given speculation would prove a drawback to the west and to British Columbia. Immigration will continue and the huge development works already under way will go ahead and as a result great sums of money will be placed in circulation.

GET MILL JOBS THROUGH BRIBERY

Statement Made by Rev. Dr. Fraser in Reference to Oriental Labor

WIRELESS IN FIJI ISLANDS

Gold Find on Findlay River—Death of Manager George McCormick

Vancouver, Oct., 14.—The Rev. Dr. Fraser in a sermon on Oriental exclusion in the First Presbyterian church last night, stated that he had it on good authority that foremen in mills accepted bribes to give preference to Oriental laborers, and that an investigation of bank accounts would result in a revelation. He blamed the presence of the Orientals in a measure to the whites themselves, because of the latter's tendency to strike and drink, making them unstable and inefficient.

The British government is about to install a system of wireless telegraphy in the Fiji islands, in the Southern Pacific. The task has been entrusted to F. G. Goss, an expert of the Marconi company, who was a passenger for Suva on the steamer Moana, which sailed from here last Friday. A system of wireless telegraphy is now in successful operation between the various islands of Hawaii.

News of the discovery of what may prove to be another Klondyke on an unnamed tributary of the Findlay river, was brought to Vancouver today by inspector A. E. C. McDonell, of the Mounted Police, who arrived from the north on the Princess Beatrice. The find consists of rich placer ground, and was discovered by four Canadian prospectors, headed by Charles Perry, over a year ago. With the melting of the snow and ice last spring operations were resumed. Free coarse nugget gold, much of it running $100 to the pan, was being taken out early in the season, when Perry was met by the first outsiders he had seen in two years.

George McCormick, manager of the Canadian Pacific Lumber Co., at Port Moody, died at the general hospital last night. Mr. McCormick was seized with an attack of appendicitis on Wednesday night, and was brought to the general hospital. He was well known in Vancouver, having lived here for about three years. He came here from Parry Sound, Ont., a constituency he represented in the House of Commons for a number of years. His estate is worth in the neighborhood of $500,000.

Stevens and Manning, motorman and conductor in the service of the B. C. Electric Ry., today were found guilty of manslaughter, with a recommendation to mercy. They had control of the interurban car, forgot orders and ran into a freight car, injuring several passengers, one man dying next day. Sentence was reserved.

Former Chief of Police Chisholm died tonight after a short illness. He was 61 years old, a native of Scotland, and was superintendent of the Thames water police, London, before coming to Canada. He was chief of police here for one year, resigning last June. Mr. Chisholm was father-in-law of Alec. McDonald, the "Klondike King."

Pain anywhere, pain in the head, painful periods, Neuralgia, toothache, all pains can be promptly stopped by a thoroughly safe little Pink Candy Tablet, known by Druggists everywhere as Dr. Shoop's Headache Tablets. Pain simply means congestion—undue blood pressure at the point where pain exists. Dr. Shoop's Headache Tablets quickly equalize this unnatural blood pressure, and pain immediately departs. Write Dr. Shoop, Racine, Wis., and get a free trial package. Large box 25c., C. H. Bowes.

Nova Scotia Coal Expansion

Sydney, N. S., Oct. 14.—The Dominion Coal Company has let a contract for building a railway from Grand Lake to Lingan in order to open up the famous Lingan basin, which, it is estimated contains 8,000,000 tons of coal. The Dominion Steel Co. also has areas beyond Lingan. The new mine will employ 3,000 miners.

WIRELESS FOR LINERS

Nippon Yusen Kaisha to Place Apparatus on Steamers

Wireless telegraph apparatus is to be installed without delay on the Nippon Yusen Kaisha steamships running to this port. Announcement to this effect has just been made by the officials of the company at Tokio. The steamers will communicate with the wireless telegraph stations being established on the west coast of Vancouver island and that at the Tone river, near Inaboe lighthouse, the first land made by the steamers when nearing Japan.

Dillon and Redmond

Dublin, Oct. 14.—John Dillon, member of parliament for East Mayo, has returned to political activity and in a letter addressed to the South Tyrone Nationalists, he declares himself thoroughly in sympathy with John Redmond and his party. He declared the criticism of Redmond was without foundation and said that Redmond acted with the greatest possible independence, courage and judgment and that the Irish cause had made more progress in the last two years than in any two years during the thirty years of his political life. When the facts about the council bill became fully known, he declared, Redmond and his party would be triumphantly vindicated.

New York, Oct. 14.—Fears are expressed in marine circles for the safety of Captain J. F. Lesueur, of Bermuda, the dauntless skipper who sailed the Bermuda yacht Sena in the ocean race to Bermuda for the Bermuda cup last summer, and who with a crew of four left New York last month in the small schooner Ella T. King, bound for Bermuda. The vessel is now about two weeks overdue.

Berlin, Oct. 14. — Crown Prince Frederick William today began a year's work in the Prussian ministry of the interior as part of his preparation for assuming the crown in due course of time. It is understood that the crown prince will successively serve in each important ministry. He has been relieved from military duty for a year.

BUILDS LARGEST MILL ON COAST

Fine Lumber Manufacturing Plant to Be Erected on Burrard Inlet

New Westminster, Oct. 14.—The North Pacific Lumber Company of Barnet is preparing to erect what will likely be the largest and best equipped sawmill in British Columbia.

The new mill will be located on the shore of Burrard inlet, a few hundred yards east of the large mill which the company already has in operation at that place, and as the site of the proposed mill will be where there is a shallow bay at the present time, a large strip of land will be reclaimed. The contract for the reclamation work has been awarded and a stone wall is now being built out a considerable distance from shore.

It is expected that the land required will all be reclaimed during the winter, and that work on the actual construction of the mill will be commenced early in the spring, but as it will be such a large undertaking it is not expected that it will be completed for two or three years. Mr. J. Barnet McLaren, of Vancouver, is one of the principal shareholders of the North Pacific Lumber Company.

DESCRIBES TRIP TO FAR NORTH

Member of Mikkelsen-Leffingwell Expedition Relates His Experiences

Dr. G. P. Howe, of Lawrence, Mass., who with the crew of the schooner Duchess, of Bedford, which left here with the Anglo-American Arctic expedition on May 22, 1906, and has returned to an Francisco on the whaling steamer Narwhal, says that Capt. Ejnar Mikkelsen and Ernest deK Leffingwell, the two heads of the expedition, remained alone in the Arctic to do some ethnolgical and geological work. Dr. Howe in an interview given to the San Francisco Call said:

"We left Victoria May 22, 1906, on the schooner Duchess of Bedford and arrived at Point Barrow about the middle of August. There we stuck in the ice and there we remained until the steam whaler Belvedere, Captain Cottle, took us in tow and helped us into the open water of Harrison bay. We worked our way east to Flaxman island, where we went into winter quarters.

"Captain Mikkelsen and Mr. Leffingwell left us there and started over the ice with sleds in search of the continent that was supposed to exist to the eastward of Alaska. They found the ice rough and broken and made slow progress. They made their way north as far as 72,20 in the longitude of Cross island and here were able to make the soundings which satisfied them of the fallacy of the other continent theory. They sounded with a wire and at 600 meters found no bottom. They decided that with such a depth of water there could be no land near by so returned to the schooner.

"While they were away the schooner began to leak. The vessel was not sheathed and the ice dragged out the calking from the seams. The leak grew worse and I decided to abandon the schooner. We transferred all stores and everything movable ashore, where we fixed up comfortable quarters. We abandoned the schooner last April.

"When Captain Mikkelsen returned he decided that the Duchess was not worth saving so we left the schooner to its fate and when the Narwhal came along we took passage for home. Leffingwell remained behind to make a series of maps in the vicinity of Flaxman island and Captain Mikkelsen stayed with him to take soundings for the purpose of ascertaining the extent of the continental shelf.

"During the spring we were visited by V. Steffansen, who was to have joined us as ethnologist to the expedition. The ice interfered with our plans and we did not pick him up as expected. He did some work on Herschell Island. He left there on the whaler Belvedere and was to have made his way home overland, from where the whaler put him ashore. Everybody was well and there need be no fears for the safety of Leffingwell and Mikkelsen. They have plenty of food and good quarters and both are capable of taking care of themselves."

DUCHESS OF BEDFORD

Dr. Howe of the Mikkelsen Arctic expedition from Victoria on the schooner Duchess of Bedford, formerly the Victoria sealing schooner Beatrice, said: "After the return of Captain Mikkelsen and Mr. Leffingwell from their trip over the ice in search of land the captain went about the task of destroying part of the stranded vessel in order to make our house on shore more habitable. Under the circumstances it seemed pretty hard to deliberately knock the schooner to pieces, the vehicle that had carried us into such remote parts, leaving us marooned and with months of dreary watching and waiting ahead of us. But since the vessel had abandoned us, there was nothing to do but to abandon her, and use the stout timbers as best we could ashore. I think, and this was also the opinion of the mate and the sailors, that the Duchess of Bedford might have been still afloat had she been copper sheathed.

"As it was, when the schooner lay at Flaxman island, the ice froze on her sides and bottom, and in thawing, as it did to some extent when the sun was warmest, drew the calking from the seams."

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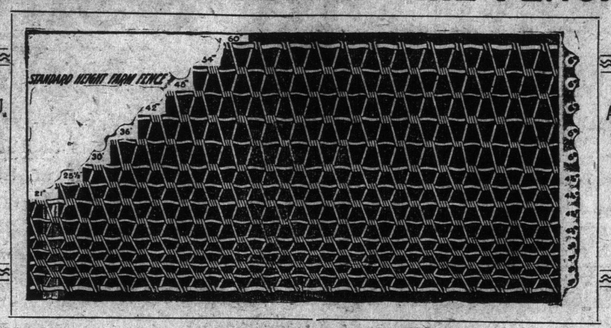

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