

The Queen in Port

Brings Over Three Hundred Miners and Excursionists From the North.

Miners Bring \$200,000 in Gold—Details of the Strike at Big Salmon.

A Rate War Now on Among the Up River Transportation Companies.

Steamer Queen, Captain Wallace, reached port at 3 a.m. from Lynn Canal with 310 passengers, two-thirds of whom were excursionists, who, according to the custom of the Pacific Coast excursion steamers, were given a chance to see Victoria for an hour just prior to sunrise.

There were about one hundred passengers from Dawson, including a number who left on July 13th and 15th on the steamers Gold Star and Angel. They brought out, according to Purser Curtis, \$200,000 in gold. Among the excursionists were Senator Perkins and Henry Willard.

The Dawson men brought a budget of late news from the interior. They tell, among other things, of the arrival of Mr. J. B. Charleson, of the telegraph building party, and of the Big Salmon strike.

The Yukon Sun, of July 11th says of the arrival of Mr. Charleson:

"J. B. Charleson, superintendent of the new government telegraph line from Bennett to Dawson is in town. He is accompanied by Messrs. Tache, government engineer, and Fuller, government architect, who have work ahead of them in the Yukon. All these gentlemen are connected with the Department of Public Works. At the head of that department is Hon. J. Israel Tarte, one of the most energetic men in public life in Canada. Having undertaken some necessary public works in the Yukon, we may expect Mr. Tarte to push them through to completion. We might imagine in this connection the construction of the telegraph line which, under Mr. Charleson's able management, is coming along like a steam engine. By his last report the wire had been strung half way down the Thirty Mile river, and no doubt by this time is nearly completed to Hootalinqua. Mr. Charleson says they will use both the ordinary telegraph instruments and the long distance telephone instruments on the wire. The rate from Dawson to Bennett will be \$2.75 for messages of five words. This is, indeed, a very reasonable rate. Mr. Charleson believes that he will have the line in operation in October."

"He also comes with the widest possible instructions to provide public buildings, government warehouses, and to inquire into the matter of roads and trails. Acting under his instructions, Mr. Fuller will prepare plans for a new post office, court house, gold commissioner's office, and others of a public nature. It is also understood that the instructions now given regarding trails and roads will be followed by more definite ones at an early date, so as to have the work completed by this fall. We are satisfied that when Mr. Tarte becomes personally aware of the needs of this district, he will endeavor to meet our wishes in the matter of public works as far as is in his power. In Mr. Charleson's opinion, he is a gentleman who can be depended upon to use good judgment in expending the money voted for public works."

On the way down the lakes, by Mr. Charleson's orders, Mr. Tache has a wing dam constructed at Cariboo Crossing, which gave 12 inches more water over the difficult spot.

"Preparations are being made to house workmen on Thirty Mile river who will blast out the obstructions in that river when the depth of water renders the work practicable."

"Mr. Charleson purchased the little stern-wheel steamer Mattson, for use on the Yukon in connection with public works and telegraph construction."

Big Salmon Strike.

The same paper has the following in regard to the strike reported from Big Salmon:

Definite news of an important strike on the upper river was brought down by Terry Galvin, who came down on the Merwin, Thursday of last week. Some few weeks ago Mr. Galvin and John Winters were sent up above the Stewart river by Dr. Merriman to blast out and bring down a boat load of quartz from a ledge known to the doctor. When they reached Thistle creek they got news of a strike on the South Fork of the Big Salmon from a man named Wilson, who had just come from the new diggings, after one day's sluicing by himself and partner, which had cleaned up about \$800. A party of fifteen started for the new camp and by going up the Hootalinqua about sixteen miles and taking the old burro and ox trail across the divide reached the desired location, it being about twenty-five miles across from the Hootalinqua. Here they found seven men at work on a small creek about four miles long, and from 150 feet to 200 feet wide. This creek is called Kestebah creek and is a tributary of the South Fork. A local recorder had been appointed, and when Mr. Galvin left, the entire gulch had been taken and as he came out he met some thirty or forty people pushing in. Mr. Galvin advises people contemplating the investigation of the new strike to take not less than thirty days' provisions with them, as they will have to prospect new creeks they expect to locate.

The bed rock on Kestebah creek is reached at about four feet and a yield of 30 per day to the man was being taken out. The gold is fairly coarse, one piece weighing 34 being found. The discovery party was in that country the summer and indications found there at that time brought the party back in March of this year.

This particular locality was tramped over last winter, and nearly two thousand people and nothing found, and was more thoroughly prospected than any of the

upper rivers with the possible exception of Thistle and Selwyn. The benches show excellent prospects, with the same wash gravel as found in the bottom of the gulch. This camp is about 35 miles above the forks and up stream from where the trail crosses the Salmon. It enters the South Fork from the right hand side or right limit. Mr. Galvin and Mr. Winters made three quartz locations and brought in half a ton of ore which is now undergoing a careful assay, the results of which will be given later by the Sun.

A Rate War.

News is given by the Sun of a rate war which is benefiting outward-bound Klondikers. It says: A rate war was begun on Friday and Saturday and the fare was cut to \$10 to White Horse and \$5 to Seattle, second-class. This cut was taken advantage of by many, and both the Bonanza King and the Victorian left loaded down with passengers. The Victorian's stateroom capacity being all taken early Friday. Indications have for some time pointed to a live rate war on the upper river route, and the present cut was not a surprise to those who have been watching developments, and it is at this time guess work to say just when and how this trouble will end. There are certainly too many boats on the river for business. This being the case some will have to operate at a loss and the others at a profit, a small profit until the number is lessened.

The Hootalinqua Find.

The Sun says: An Australian miner who has just come down from Hootalinqua gives us some notes concerning the new finds. It is on a little creek one and a half miles long, running into the south branch of the Big Salmon. The creek bed shows a large amount of black sand, and the bed, which is narrow, is full of boulders. The discoverers are shoveling the gravel right into the sluice boxes. In one day they got \$430, but this was supposed to have been taken out of a pocket. The gold is of the highest quality found in the Yukon. One nugget worth \$75 and many smaller ones have been found. There are several other promising creeks in the vicinity of Cottenave creek, as it is called.

Many Wrecks.

A recent arrival at Dawson counted 22 wrecked boats and other craft while bound in. The mounted police at Sixty Mile river report the wreck of another steamer, which, when bound to Dawson with cattle, came to grief, nine days ago. The police post there. The men escaped in a boat and abandoned the wreck. The police caught part of the scow and in it found a tombstone bearing the inscription: J. C. Merrifield, died Dec. 19th, 1888, aged 38 years.

The Dawson Fire.

The Yukon Sun of the 11th says: We learn that there have been two fires made for causing the fire on the hill, and the police are confident that one of the arrested parties is guilty, but the only witnesses seem to show a disposition to shield him.

When the Harper street ditch was being dug across First avenue to the river bank, a bag of beans was found a short distance below the surface of the ground. They had been there for some time, and Mr. Oelrichs thinks they were dropped by Carman or some of the pioneers before Dawson was built. They seem to be little the worse of their confinement.

The health officers condemned and destroyed several hundred pounds of moose meat brought down the Klondike by Indians, much to their surprise.

Norman Macaulay, of White Horse, has put up a standing offer of \$500 to the first boat making the trip from Dawson to Bennett in four days.

Dawson is still sending men to Cape Nome. The Louise cleared for St. Michaels on the 7th with 45 through passengers and 76 Cape Nomers. The rates on this boat were \$150 round trip to St. Francisco, and \$35 second-class to St. Michaels. She took her two barges down with her.

DR. SINCLAIR'S VIEWS.

Dr. Sinclair, of Rossland, the hero of many a hard fought battle for Liberalism in the province of Ontario, is in the city, and intends to spend the remainder of the week in Victoria. Dr. Sinclair, although an ardent Liberal, is opposed to the course Hon. Joseph Martin has followed in the present strained relations with the Premier.

"It is not a question of what actuated Mr. Semlin in asking for Mr. Martin's resignation at all," he said this morning. "Mr. Semlin has the right to ask for the resignation of any member of the cabinet, and Mr. Martin should have complied at once."

The calling of a caucus to settle the matter is also strongly disapproved by the doctor, who claims that it is in variance with constitutional procedure and practice. The proper course, he says, for Mr. Semlin to have adopted was to have awaited the return of the Lieutenant-Governor and then asked for the dismissal of Mr. Martin. Had his Honor refused to act upon the Premier's suggestion, Mr. Semlin would then have been obliged to resign.

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Hilo Seems To Be Doomed

Lava Rivers Flowing From Mokuaweoweo's Crater on Mauna Loa.

One Stream, but Five Miles From Hilo Flowing Towards the City.

Citizens Endeavor to Divert the Course of the Lava With Dynamite.

According to news which reached here by the steamer Port Albert, the little city of Hilo, the principal port of the island of Hawaii, bids fair to soon become a second Pompeii. A stream of molten lava, about half a mile long, Mauna Loa, the big volcanic mountain in the centre of the island, was but five miles away from the city, and flowing directly towards it, when the steamer left.

Three big lava streams were flowing down the sides of Mauna Loa from Mokuaweoweo's crater—the one which threatens Hilo being the second in size—and each bids fair to do considerable damage. These big lava rivers, miles in length and many yards wide, are flowing fast toward the sea from the mountain of fire. They have each taken a different direction and the rapidity of their movements is dependent on the obstructions and depressions of the country through which they pass.

The smaller flow runs by way of Kilauea, where the eruptions occurred about a month ago, and when the Port Albert left, was within fifteen miles of the noted hotel, Volcano House. The second flow is on the Kilauea side, and is about 100 miles from Hilo. It appears the largest lava flow ever witnessed on the island, and seemed to be making rapid progress in the work of destruction.

The other flow, though not the largest, promises to be the most destructive. It is that which flows towards the city of Hilo and the sea, following about the same course as the Waikuku river. News reached Honolulu shortly prior to the departure of the Port Albert, of the unfortunate fate of the city of Hilo, and the people of the city, not willing to share the fate of the citizens of gold Pompeii and Herculaneum were hard at work endeavoring to divert the course of the fiery river with dynamite.

It was on July 24th that the crater first belched forth its fiery salute—probably in honor of the American day of days, but instead of quitting its work at eventide, it went on working overtime. It was at 4 p.m. on Independence Day that the molten lava first broke through the crater's rim, and the lava, which was about 5,000 feet from the summit, taking the same course, as the flow of the Kilauea, it is now continuing with increasing force and volume and traversed a distance of thirty-two miles until it has reached a point within five miles of Hilo, with a direct course for that place, which it is expected to reach in an open boat within three days. It is a second and third explosion, and the street streams, which have not since changed except to increase in size and fury, followed. During the day these streams were seen to be heading west, and they are nearly in repose, and their presence determined from distances, only by a continually rising steam-cloud. The fall of night comes the onward march of lava, which is now reaching the city, and intends to spend the remainder of the week in Victoria. Dr. Sinclair, although an ardent Liberal, is opposed to the course Hon. Joseph Martin has followed in the present strained relations with the Premier.

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the cabinet, suggested the use of dynamite for the purpose of diverting the lava, and saving Hilo, but it has been thought impractical.

Older residents, who are more familiar with volcanic action and the history of the island, say that it is the liveliest flow ever witnessed and determine from its appearance that it will be a lengthy one.

A MILLION DOLLARS.

C. Milne Says That Will Be Atlin's Output for This Season.

Shortly before the steamer Queen, which arrived this morning, left Juneau, George Rice, the well known Skagway packer, arrived from Atlin, bringing with him a beautiful \$83 nugget taken from Pine creek. He reports that Judge Irving is disposing of contested cases at the rate of twenty a day, and that matters for his consideration will soon be finished and the judicial power then again transferred to the gold commissioner. Work has commenced again on most of the creeks.

C. Milne, of the Parsons Produce Co., who has just returned from Atlin, estimates the output for this season at \$1,000,000.

News was brought by the miners who arrived from Atlin by the Queen that an eight pound nugget was taken out of \$5 on Spruce by a Swede, who owns the claim. The nugget is about half quart. Otter and Ruby seem to have gone into a total eclipse, and claims on the latter creek are to be had for a song.

The latest product of Wright Creek, fraction between five and six above discovery, is a lump of gold sixteen ounces in weight, which was turned out by L. A. Dunning, says a late issue of the Atlin claim. He has six nuggets all told, and the men seem buoyant and are very boastful and confident about the richness of their ground, and there are reports of \$10,000 having been taken out by four all in twelve days with rockers. Reports of from \$2.50 to 25 cents a pan are everywhere. The ground runs rich from the moss roots.

Anvil City.

Anvil City, fifteen miles west of Cape Nome, is an American mining camp. Before the Garonne arrived there were between 300 and 400 inhabitants. Provisions were scarce last winter, but nobody died of starvation. Flour sold at \$35 a sack. Potatoes could not be obtained. Salmon, bacon and beans formed the body of supplies.

The season has been very backward here. Lumber sold during the winter at \$1 a foot. Fuel for heating and cooking has to be packed from the beach. There is a great deal of driftwood, logs and stumps, but beyond the beach there is no timber for sixty miles. It is absolutely impossible to state anything truthfully about the richness of the country. Anvil has every appearance of a brilliant town, and the men seem buoyant and are very boastful and confident about the richness of their ground, and there are reports of \$10,000 having been taken out by four all in twelve days with rockers. Reports of from \$2.50 to 25 cents a pan are everywhere. The ground runs rich from the moss roots.

No Dust in Circulation.

There is not a whiff of dust in circulation whatever around the camp. Coin is being passed over the bar, and none of the claim holders use dust or have it, to all appearances. However, this condition is not necessarily inconsistent with good pay dirt, as there has been no lumber in camp to build sluice boxes, or to enable claim owners to prospect, or properly work their ground. The beach has been staked for fifteen miles on either side of Anvil City (on Snake river) and all the tributaries of Snake are staked. The biggest reports come from Anvil, Glacier, Snow and Dexter creeks.

This district is twenty-five miles square, and a person can stake one claim on every creek in the district. Powers of attorney are allowed, and through them some people have staked many claims. Claim jumping is common and trouble is anticipated unless troops are sent from St. Michael. However, this condition will probably cool down when the boys get out into the hills. The size of a claim is 620 by 1,320, making twenty acres.

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Arrives by the Steamer Queen—Says the Railway Will Be Extended to Fort Selkirk.

Among the passengers who arrived by the steamer Queen was E. C. Hawkins, general manager of the White Pass & Yukon Railway. "Business with our road," says Mr. Hawkins, "is very good, and since the closing down of the Chilkoot trains we have now placed a rate of \$80 a ton, with a special rate on lumber and live stock by car lots between Skagway and Bennett, but with small shipments, such as small outfits, the rate is 34 cents per pound. This, you see, is a wonderful improvement over the rate of last year, when it ran up to 30 and 40 cents per pound. 'But do you get good wages?' 'Our engineers,' continued Mr. Hawkins, 'receive from \$150 to \$200 per month, this also is the same rate paid conductors, and the brakemen and other employees receive about \$100 per month. We run two passenger and freight trains daily between Skagway and White Pass City, which, under the official survey, was found to be one-half the distance to Bennett, and one passenger and freight train daily from White Pass City to Bennett. The surveyors are still out working a line to Fort Selkirk, and we will continue to build into the interior."

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Facts About Cape Nome

A Correspondent Sizes Up the Situation as it Actually Exists.

Says Four Thousand Claims Have Already Been Located—Price of Provisions.

W. H. Hayden, formerly purser of the steamer Garonne, in a letter dated from Cape Nome on June 23rd says: The Garonne arrived here the day before yesterday, after having cleared at St. Michaels and landed passengers and freight at Golofn Bay. We were ten days coming up from Vancouver, and arrived here three days before any other steamer, much to the satisfaction of the 250 passengers on board.

However, there were others before us. Probably fifty crossed the ice and snow from Kotzebue Sound, some of whom were suffering indescribable hardships, arriving at Cape Nome and Council City on Fish river, emptying into Golofn Bay frozen, with scurvy, and almost starved, having eaten their last dog. Others came all the way down from Dawson in midwinter over the ice.

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Among the passengers who arrived by the steamer Queen was E. C. Hawkins, general manager of the White Pass & Yukon Railway. "Business with our road," says Mr. Hawkins, "is very good, and since the closing down of the Chilkoot trains we have now placed a rate of \$80 a ton, with a special rate on lumber and live stock by car lots between Skagway and Bennett, but with small shipments, such as small outfits, the rate is 34 cents per pound. This, you see, is a wonderful improvement over the rate of last year, when it ran up to 30 and 40 cents per pound. 'But do you get good wages?' 'Our engineers,' continued Mr. Hawkins, 'receive from \$150 to \$200 per month, this also is the same rate paid conductors, and the brakemen and other employees receive about \$100 per month. We run two passenger and freight trains daily between Skagway and White Pass City, which, under the official survey, was found to be one-half the distance to Bennett, and one passenger and freight train daily from White Pass City to Bennett. The surveyors are still out working a line to Fort Selkirk, and we will continue to build into the interior."

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Every woman should realize that her health is like a bank account. At the outset she has so much deposited to her credit in the bank of health. If she draws out more than she puts in she will soon overdraw her account. To overdraw an account in the bank of health means one of two things: a life of hopeless suffering or an early death.

The woman who neglects her health in a womanly way is making big drafts on her account with the bank of health, and will soon be a physical bankrupt. Disorders of this description wreck a woman's general health quicker than anything else in the world. They transform a healthy, happy, amiable woman into a weak, sickly, fretful and despondent invalid. They utterly unfit a woman for wifehood or motherhood. For all disorders of this nature Dr. Pierce's Favorite Prescription is the best of all medicines. It acts directly on the delicate and important organs concerned in maternity, giving them health, strength, vigor and elasticity. It relieves pain, allays inflammation, checks debilitating drains, and quickly subdues all other symptoms. It at once stops the dragging pains and sinking spells, the nervousness, digestive disturbances and other complications that arise from the same cause. Taken during the months of expectant maternity, it banishes the usual discomforts, makes baby's advent easy and almost painless. It insures the new-comer's health and a plentiful supply of nourishment. Thousands of women have testified to its marvelous merits. An honest dealer will not suggest an inferior substitute for the sake of extra profit.

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