

The Colonist.

TUESDAY, AUGUST 14, 1900.

THE WAR.

Amesport, which Buller occupied on August 7th, is about 15 miles from Laing's Nek, and is on the highway road extending from Volksrust to the Durban-Pretoria railway, to Machadodorp, on the railway to Lorenzo Marquez. The highway passes through the important towns of Ermelo and Carolina. As Buller was on the north bank of the Ritzspruit on Thursday, he ought to be in Ermelo by this time, unless he has met with unexpected opposition. From Ermelo a highway runs to Middleburg, the distance being about 60 miles. Machadodorp. This movement is intended to drive the enemy out of the southeastern portion of the Transvaal and to co-operate with the advance of the forces along the line of the Netherlands railway, where they are opposing Botha's command. It possesses a local interest because Strathcona's Horse are engaged in it.

Kitchener, after crossing the Vaal in pursuit of Dewet, moved eastward, and he and Methuen have the crest Boer in a pretty tight place. With the latter holding his front in check and the former pounding him in the rear, it is not easy to see what way Dewet can turn, but he is a resourceful leader, and it is not wise to speculate upon his capture.

RAIL TO THE NORTH.

A correspondent, who uses the initials X. Y. Z., suggests an explanation of the agitation for the closing of the port of entry at Skagway. Four large concerns—the Alaska Commercial Company, the North American Trading & Transportation Company, the Seattle Yukon Transportation Company—all have steamers on the Yukon, and the Michael, steamers on the Yukon, and the Yukon Territory. If they can close Skagway to Canadian goods they would command the whole trade of the interior, for doubtless the Canadian government would, in such a case, promptly close Bennett to United States goods. These great companies would then secure a monopoly of trade and transportation in the interior. It is needless saying that they can accomplish nothing. Our correspondent points out what the Alaska Commercial Company did in the sealing matter, and we must not underestimate what four powerful companies, backed by the influence of all the cities on the western seaboard, can accomplish. It is dangerous to permit the business of the Canadian Yukon to remain under such a menace any longer than can be avoided.

The conclusion we draw from this is that it is the imperative duty of the British Columbia government to take such steps in connection with the Dominion government as will secure the building of an all-Canadian line to the sea-coast of British Columbia to the Yukon waters with the least possible delay.

RACES OF MEN.

A correspondent asks if the Colonist was serious in raising a question as to the correctness of the commonly received terms for the divisions of mankind. We certainly were serious. The old classification of the human family into Caucasians, Mongolians, Ethiopians, Americans and Malays is not now accepted as authoritative, and there always was considerable difference of opinion as to what was meant by it. It was originated by Blumenbach, a writer on ethnology, who lived during the last century, and it was thought to be an improvement upon the old classification based upon the Moors of account of the Deluge, and under which men were divided into three families named after the sons of Noah. Cuvier had suggested a division on general lines into three races, which he called the Caucasian, the Mongol and the Negro. This view received much acceptance. Pickering, a naturalist, who flourished in the early part of the present century, thought there were eleven divisions. His contemporaries, Bory de St. Vincent and Desmoulins, suggested fifteen and sixteen divisions, respectively. Agassiz and later authorities have contended for even a greater number. The latest view is to treat of the subject exhaustively in Professor Huxley, who, in 1870, suggested five as the proper number of types of mankind, and he named them Australoids, Negroids, Mongoloids, Xanthochroes and Melanchroes. The Australoids are represented by the aborigines of Australia, the coolie races of India and possibly by the Egyptians. The Negroids embrace the natives of Africa between Cape Colony and the Sahara, the natives of the Andaman Islands, the Philippines, New Caledonia and Tasmania. The Mongoloids are the natives of that part of the Old World which lies east of a line drawn from Lapland to Siam, the Malays, the Polynesians and the American tribes. The Xanthochroes are the natives of southern and central Europe and in part those of eastern Asia. The Melanchroes are the Celts, Spaniards, Greeks and Arabs. These divisions are based upon structural differences, including in that term the color of the skin and eyes. Mr. Huxley admitted that his divisions are only approximations and that

among the several types intermarriages have in many cases obliterated the distinguishing marks. He also supposed the Melanchroes to be the result of a mixture of the Xanthochroes and the Australoids. He believes that most of the Mongoloids have more or less of other blood in their veins.

We do not wish any one to suppose that Mr. Huxley has spoken the last word to be said on this subject, or that his opinion carry any final authority with them. Their value depends upon the reasons advanced in support of them. It is, however, obvious that no one any longer seriously contends for Blumenbach's classification or believes there is any type of mankind that can be called Caucasian or Mongolian. These expressions have even ceased to have a definite colloquial value. They never had a legal value. This is a matter of very considerable importance, seeing that our legislature is dealing with the question of Oriental immigration. It is sufficient to speak in a resolution of Mongolian immigration, for every one knows what is meant by it, and if any doubt existed reference could always be had to the report of the debates or to contemporary happenings to show to whom the term was intended to apply; but when it comes to introducing such words into legislation, necessity at once arises for an interpretation clause, and probably no definition could be suggested that would not specifically mention nationalities, which is the very thing sought to be avoided by the employment of what are thought, though mistakenly, to be generic terms.

A CAPITAL MOVE.

The London Daily Telegraph contains a letter from Lord Strathcona, in which the writer mentions that the Canadian government has prepared a short history and a geography of Canada, which will be distributed in as many copies as required to all the schools of the United Kingdom, and that in each school a bronze medal will be given to the boy or girl who will pass the best examination on Canadian subjects. The Telegraph praises this step very highly, and in so doing takes occasion to comment upon the prevailing ignorance in the Mother Country, not only among school children, but among university men as well, concerning the history, resources and general characteristics of the Dominion. We quote the concluding portion of his letter:

Both for our own country and for Canada it is of advantage that the British people should know what prospects lie before the intending emigrant, while the colony is benefited by the arrival of agricultural laborers, who no longer are ignorant of what they must expect when they reach their new country, but are provided with just the facts and data likely to be of material service. For ourselves we have always pleaded for a due recognition of the study of subjects like modern history and geography as an infinitely more important than half the curriculum which torments the young, and it is a great satisfaction to know that even our ancient universities are now increasingly promoting the study of our colonial history, which and all those geographical subjects for which Mr. Mackinder and others have so often and so dangerously proposed to permit the best of the Canadian Yukon to remain under such a menace any longer than can be avoided.

The observations of the Telegraph are timely. There never was a period in the history of the British Empire when it was more important that Canada should be well understood in the United Kingdom, and we will all join in the hope that the excellent results will flow from the circulation and study of these books that may be reasonably expected. If Lord Strathcona would include some of the newspaper offices in his distribution, he would do a wise thing.

TWO TIMELY TOPICS.

At the meeting of the Council of the Board of Trade held yesterday two important subjects were dealt with by resolution. One of them was the necessity of action being taken by the Dominion government at the earliest day to provide for the essay and purchase of gold from the Yukon at some point in Canada. One of the preambles recites that no such facilities have been provided in Canada, although the United States government has established an assay office, where gold may be exchanged for currency or may be converted into bars of bullion, stamped at their legal value, which office is intended chiefly for the handling of Canadian gold. There is nothing new in this action by the Council of the Board of Trade, and presumably the only purpose in dealing with it yesterday was to keep the question alive. The Council asked the provincial government to have a similar resolution passed by the house and forwarded to Ottawa. We assume that this will be done. Whether any good result will grow from it we do not of course know, but the matter is one upon which the people of the province cannot afford to remain inert. We enjoy in Canada only a part of the benefits derivable from the great Northern gold fields, and it there is any way in which more of it can be secured, the Dominion government would act wisely in adopting it.

The other matter was the investigation of the working of government smelters in the Australian colonies. It is urged that good smelters that are smelters have been found very beneficial, and that they are not considered by the private owners of smelters as an interference. Many persons will say that this is a secondary condition, and that if government smelters will promote the greatest good of the greatest number, they ought to be erected, but while this is quite true, it

is always desirable to look at any new proposition from every point of view possible. The probability is that the Yukon will produce a very large quantity of smelting ores. The same is true of the whole coast of British Columbia, including Vancouver and other islands. Those who favor the erection of government smelters say that an extensive plant operated at a charge to the cost of the plant, and a sinking fund to extinguish the principal, would lead to the very rapid development of mining, especially as many of the ores, though abundant, are, in many instances, of too low a grade to stand heavy transportation and smelter charges. At present the only places near at hand, where Canadian ores from the Yukon or the coast mines can be treated in any large quantities, are at Everett and Tacoma, in the State of Washington. We submit that, if it is possible to secure their treatment in Canada, steps ought to be taken in that direction at the earliest possible day.

ARE THE MISSIONARIES RESPONSIBLE?

The general opinion of the press seems to be to hold the missionaries responsible for the troubles that have arisen in China. So far as can be gathered from such statements as have been published in the Chinese themselves take this position. One Chinese authority contrasts very strongly the Mohammedans, the Buddhists, the Taoists and other religious sects in China towards each other with the attitude of the Christian missionaries towards them. All the Deputies of all sects, except Christians, live together, and have lived together in China for centuries, without friction. There have been disturbances innumerable in that country leading to massacres, but none of these have, so far as is known, a religious aspect. The Boxer movement is expressly directed against Christians. Doubtless it goes farther and embraces all foreign elements in its bloody scope, but one of its distinctive features is its opposition to Christianity. No one can form any opinion on a matter of this kind without getting into the closest touch with the views of the Boxers, and this is impossible. There seems to be some reason to believe that the missionaries have not always exercised good judgment and have needlessly antagonized those Chinese who have not agreed with them. There is a disposition on the part of the missionaries—and in this respect they do not differ from other representatives of the white race—to assume over all other races a superiority concerning the possession of which there may perhaps be some doubt. We are inclined to think that it is incorrect to throw the blame upon the missionaries, although doubtless acts of unwise conduct and excessive zeal may have contributed to increase the feeling against foreigners.

On the face of matters one might be led to think that the present disturbances would check the advance of Christianity in China, but we do not so hold. History does not warrant such a conclusion. It is an old saying that "the blood of martyrs is the seed of the Church." On the principle it is not unlikely that on the soil of China, watered as it has been by the blood of thousands of native Christians, there will spring up a new and more vigorous growth representing a better type of the Christian religion than has yet been seen in that quarter of the globe.

A REQUEST AND A THREAT.

The Daily Alaskan, of Skagway, is at hand, and its leading article is devoted to a memorial which the merchants of that city propose to submit to the Canadian government. They ask the privilege of retaining Canadian goods in bond at Skagway and selling them for shipment into the Yukon in lots to suit purchasers, also for "a more equitable system of appraisement at Bennett's and changes in the bonding system so that goods can be sent from Skagway to their destination in bond without the necessity of sending an agent with them. The latter two portions of the request of the Skagway people ought to receive prompt attention, and if any wrong is being done them by the regulations now in existence or the manner in which they are enforced, a remedy should be immediately provided. As for the first part of the demand, we assume that the same rule should be applied to Skagway as is applied to other places on the border of the two countries. Of course, a Skagway merchant can come to Victoria and buy Canadian goods for shipment into the Yukon and send them through to their destination in bond, just as a Canadian can; but what the Skagway people want is the right to hold their shipments in bond and sell them to customers from the interior. The impression among the people was that this could be done under the regulations now existing, but not very long ago the United States Treasury Department held that the law did not authorize the re-export of goods entered in Canada in bond, except to the port of original shipment. If this rule is applied to goods re-exported from the United States to Canada it is only fair for otherwise the arrangement would be non-reciprocal.

The Alaskan threatens that if the Canadian government does not do what is asked of it, and do it quickly, the United States will close the port of Skagway. We do not think very much of this threat, but one effect of it will be to strengthen the demand for an all-Canadian line. We print the Alaskan's article in another column.

"Pa, what is action and reaction?"

"Well, George, my white duck suits me cool, and my laundry bills make me hot."—Chicago Record.

THE TRUE POLICY.

It is understood that the railway committee of the legislature was informed yesterday that the policy of the provincial government is not to sanction the construction of railways across the disputed territory on the Alaskan border. Since a similar policy was declared by the Dominion government several months ago, the Colonist has urged it upon the government and legislature of this province. It is the only correct policy. We have an illustration in our article printed elsewhere in which the people of the disputed territory are inclined to treat Canadian trade.

One reason why this policy ought to prevail is that nothing ought to be done that will in any way militate against the construction of an all-Canadian line. For the same reason we hold that the government ought to discontinue the incorporation of any company to construct a line from a British Columbia port to the Yukon. No company would think of constructing a line unless it was heavily subsidized by both the federal and provincial governments.

Such subsidies are likely to be forthcoming, but there are serious objections to giving any set of individuals a prior right to claim them. It is not claimed of the promoters of any proposed railway charter to the Yukon that they are personally able to finance the enterprise, but give them, or any one else, a charter and sufficient subsidies and we can easily interest capitalists to undertake the project. We think there are serious objections to such a vital character as that in question. The proper policy to be adopted by the house is, we submit, to give no one a charter until it has been ascertained what aid the Dominion will give and what the province can afford to offer. When this has been decided upon, let the road be built by the men who offer the best terms. We should prefer to see the engagement at the Yukon, and the aid of a bonus to be placed at the disposal of the provincial government in order to secure the construction of the line. The provincial government will be greatly handicapped in its negotiations with the Dominion government if any set of promoters have a prior right to the aid asked from Ottawa. It will be handicapped in our own legislature, by introducing purely personal considerations into what is a matter of provincial, and indeed of Canadian importance.

It cannot be said of the promoters of any all-Canadian charter that they are financially able to carry out the project, but power to build. They do not ask financial aid for their charter, but they insist that it is wise policy for the house to commit itself to give subsidies by and by to any set of promoters, and to place the people of the province in such a position that they must use their utmost endeavors to secure for those promoters all the aid which the Dominion can be induced to give. Anybody can apply for a charter; but everybody must work together to secure the necessary subsidies. It is not wise to let it be in the public interest for the legislature to couple with this all-inclusive enterprise the names of individuals, at least at this stage of the matter.

A FUTURE LIFE.

When Confucius was asked if he believed in a future life, he handed the question by saying: "Seeing that I cannot tell what will happen to-morrow, how can I tell what will happen in the infinite future?" Solomon has gone on record as saying that the day of one's death is better than the day of one's birth; he does not add any reason for this rather striking view of things, but there are many scholars who claim that the Jewish Scriptures in no way teach that there is a future life. Yet the Chinese worship their ancestors, which they would hardly do if they did not believe in their existence, and the Jewish belief in immortality, though shaken by the teachings of many schools at different periods in the history of the nation, seems never to have perished. Buddha taught that there is a future existence. Even Nirvana, with which individuality was supposed to end, does not destroy the life any more than a rain-drop is destroyed when it falls upon the bosom of the ocean. It is no longer a recognizable drop, but it continues to exist and play its part in the economy of nature. Mohammedanism makes the future life its chief claim to the support of its adherents. Zoroaster taught that there was a future existence, and those who follow his tenets to-day are very numerous. Christianity, as we all know, is founded upon a belief in the future existence of the individual. It may be said as a general proposition, once a man has believed in the future existence, he is bound to believe in the exceptions to it. The future existence of the individual is the basis of all moral teaching, and that the gross materialism, which teaches that death ends all, has been contemporary with their decline and fall. True progress seems to have ended in China when the teachings of Confucius became supreme, and a belief in a future existence no longer was a vital power in society. India has not

advanced, except where British influence has been felt, after hope for the future ceased to be the main spring of the lives of the people, an infinite number of reclamations being a hopeless advance of Christian civilization. The belief in a future life has been most distinctly marked. It alone made Christian civilization possible, and so far as this civilization is better than that of China or India, so far it may be claimed has the beneficent influence of this fundamental principle of Christianity been demonstrated.

It is a somewhat noteworthy thing that in those circles where the principles of anarchy and even where those milder types of revolutionary ideas, which threaten to overthrow society, prevail, there is a growing disbelief in the future existence of the individual. All over the United States this materialism is to be found, and it is destroying the feeling of accountability without which Christianity and all the institutions that have been built upon it would have been impossible. What is called advanced thought, and is really advanced on the downward grade, is a sign of social degradation. It is a symptom of national decay, which if not arrested will cause the decay of the whole body politic. Depend upon it, the one thing which Christendom needs to-day is a return to the simple belief of the past, in the future existence and personal accountability.

We print elsewhere the story of how Lieut. Blanchard fell. No comment is needed. His friend and comrade, writing of his death and how the gallant fellow received his death wounds, says: "He was standing with his back to the face to the enemy." That tells the whole story.

"Dawson is rapidly filling up with families," says the News of that city. This is bringing home the educational question to the people. We have not been accustomed to think about schools in the Arctic Circle. There is a demand for a public school with good teachers in Dawson.

It is proposed to organize a Historical Society in this city. The proposal is an excellent one. Not only is the study of history a very admirable thing, but the existence of an organization that will encourage the preservation of all story of the province from its earliest days is heartily to be desired. The pioneers of British Columbia are few in number in number every year, and it is to be hoped that greater care will be taken here, than was observed in the Eastern provinces, to secure from the lips of the first settlers the story of early days.

The Trustees of the Dawson Board of Trade have been authorized to raise \$50,000 for the purpose of bringing before the people and government of Canada the true condition of affairs in the Yukon and to labor for necessary reforms. The resolution passed by the Board by a vote of 14 to 3. It indicates that the Dawson people are very much in earnest. Elsewhere in this issue we give the formal presentation of the grievances of the Yukon people as made in favor of an all-Canadian line to the Yukon to the Board. We shall refer to them at greater length on another occasion.

It is hardly worth while to reply to any one who says that the Colonist is opposed to an all-Canadian line to the Yukon. The Colonist is not opposed to the Yukon than all the other newspapers in British Columbia put together. It is the only newspaper that has kept the question alive. It is the only newspaper that is now advocating such a line. And it has the satisfaction of knowing that its views are receiving very great consideration in influential quarters. We hope before many months the report that the government of British Columbia and that of the Dominion have arrived at a plan for the construction of such a line.

Some disappointment will be felt in Atlin because of the failure of the legislature to provide for a commissioner to settle many disputes after the manner of Mr. Justice Irving; but it is clearly undesirable to apply special legislation to any district except it is absolutely necessary. It was necessary last year; but this year property rights must be left to the operation of the general laws of the land. A judge of the Supreme Court shortly is to go to Atlin and hold the assizes there. He would have gone before, if it were not necessary to amend the Jury Act, so as to save the expense of sending jurors up from Vancouver. While possibly many people in Atlin will feel that a system of summary jurisdiction should be again extended to that district, we feel satisfied that on consideration they will see that the course taken is more in the interest of the district itself.

"Why, Clara, dear, what has happened to you? You are so pale and so nervous, and I find you sighing and moping all day." "Hilda, darling! George is standing as a member for the county, you know, and I've only just learnt from the opposition what a really dreadful man he has married!"—London Tit-Bits.

"That's a terrible noise in the nursery, Mollie," said the mistress. "What's the matter? Can't you keep the baby quiet?" "Shure, ma'am," replied Mollie. "I can't keep him quiet unless I let him make a noise."

There came a loud knock on the door. "Opportunity," cried the poet, rushing across the attic floor. He held the latch and hesitated. "One must be careful," he mused, and "it may be the wolf."—Chicago News.

Steamer Tees Brings Treasure

Gold Aboard Computed at Quarter of a Million Dollars.

Captain Barrington Charged With Manslaughter—Reception to Lord Minto.

The steamers Tees and Cottage City arrived from Skagway yesterday, the former with Klondikers and about a quarter of a million dollars in gold, and the latter with a large number of excursionists and traders. The Cottage City left Skagway before the Tees and called at the various Alaskan ports.

Among the passengers on the Victoria steamer were R. H. Hight, a wealthy claim owner, who brought out considerable gold, and who intends to buy machinery to still more extensively work his properties. F. Deval was another rich miner, who had much wealth, chiefly in paper, as he had changed his gold for paper currency before leaving. Hoeney, of Victoria, was another gold bringer. He had a valise which contained a large amount of the Klondike's metal in care of the purser, and Miss Alice Stone, who left Victoria some time ago, returned as a mine owner, with interests on the Klondike. The Victoria steamer was crowded with passengers, and the passengers were engaged in the most lively manner.

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Dominion government are to extend from Dawson to Fort Cudahy, on the international boundary between the Yukon Territory and Alaska, on the Yukon, will be ready for use. The latter will be about fifty miles long.

The system to be constructed in the Yukon basin will connect with the British system and the two will be complementary, making a complete line through the Yukon basin and serving the chief points of the far North.

A wholesale rate for all the steamer routes between Dawson and White Horse, and affecting intermediate as well as through travel, was on August 2 announced by the White Pass & Yukon route immediately on all its steamers. The new rates are exactly half of what the rates were that prevailed up to this time. The mileage basis is placed at 12 1/2 cents.

The general reduction made gives a rate of \$40 first-class and \$30 second-class from Dawson to White Horse by its steamers. The regular rate has been up to this time \$80. The position lines have made a rate the last few weeks from Dawson to White Horse of \$25.

The rate of \$15 on the opposition lines, from Dawson to White Horse, as made several days ago, still continues, as does that of \$15 on the opposition lines. During the few days that the steamer sailed from Skagway there were two robberies, and the police could find no trace of the robbers. An Italian fruit dealer lost \$40 and some of his stock of tobacco, and Mrs. Ferguson, a restaurant keeper, lost \$200.

CHILLIWACK NEWS.

Mining Becoming an Important Industry in the Garden District.

Chilliwack, Aug. 7.—The deputation composed of Reeve A. C. Wells, G. R. Ashwell and J. Pelly, who interviewed the provincial government regarding a grant for the proposed Mt. Baker wagon road, report that the government have agreed to the estimates \$8,000 for the purpose. This has caused great satisfaction here and many thanks are due to the deputation for their efforts in the matter. It is understood, also, that the government will grant assistance in the matter of the steam ferry between Harrison and the landing here.

Work on the dyke is almost suspended owing to some difficulty about a right of way.

Ontario lake is one of the show places of this locality, and is well worth a visit by those who are strangers to our valley. It is a favorite spot for fishing and bathing. There is a splendid trout stream, on the route to the lake good fishing can be obtained in the Vedouk river, a rushing stream. The bridge seen at the latter place is equal to the most picturesque spots the writer of this has ever witnessed during his travels in Europe. Photographers of the Coast cities should visit this locality. One of the most striking views can be obtained from the mountain overlooking the Indian reserve, where the creek branches off into two majestic streams, imbedded in a densely wooded country. The lake is largely patronized by picnic parties.

Mr. C. H. Reid left on the last inst. for the Okanagan district, where he proposes to make a tour of inspection.

Messrs. S. A. Cawley and Frank Haley lately discovered a very rich vein of gold-bearing quartz in the Vedouk district, about one mile from Tom Lay's cabin, on Silicia creek.

Mr. Munro, owner of the Mount Baker mine on the 29th ult. His employees, who have been working since spring, have obtained 10 days' leave of absence.

Mr. A. Malcolm, of Elk creek, met with an accident on the 31st ult. Whilst hauling hay from the Vedouk river, he was caught in a fence, with the result of dislocation of the shoulder. Dr. Henderson attended him and he is now recovering.

Messrs. R. J. McIntosh and Tremmer have each secured equal shares in three tracts of land on the Vedouk river, near the Baker district.

The Chilliwack auxiliary of the Women's Missionary Society carried the services in the Methodist church on the 29th ult. The Rev. T. W. Hall, pastor of the church, and Miss Wilcox assisted the congregation in the service. Miss Clarke, president of the auxiliary, had charge of the service.

Mr. McManus and his son, of Seattle, passed through Chilliwack the other day. They have secured two grants of mining claims from Saviers & Hatfield. Such claims are known as the Golden Charter and Golden Star grants. Mr. McManus has obtained these properties for his son, who is a graduate of the University of British Columbia. Mr. McManus, who is in town, has supervision for both companies at this end of the road, and is making arrangements for extensive operations.

A meeting has recently been called for the purpose of reorganizing the Chilliwack Silver Creek Association. The officers and leader were appointed and committees chosen to prepare rules, etc.

THE RESULT.

He Had Perhaps Made One Comment in Forty Years.

From North American Review.

When I first met him, the Greek Archimandrite had been forty years in Pekin, and had never been anywhere else, except for two caravan journeys to Russia. He was an elderly gentleman, with a smile like Benjamin Franklin's, and was as kind as the Chinese capital for keeping the best wines and the best of becco. He was a bachelor, and to-day I recall him when I try to fancy Epicurus in the body. He wore the Chinese pigtail and clothes to match, and people said he could give Chinese mandarin points on etiquette. He gave me, at least, many happy hours, for he talked with a frankness and facility rarely united in a Russian, least of all an archimandrite. One day, for instance, I asked him bluntly how many converts he had made. He answered that he thought he had made one, but he did not wish to be taken as stating this positively. When I returned to China after an interval of twenty years, I was all my days and nights respecting the honesty of this Russian. He said, furthermore: "I have been here forty years, and perhaps I have converted one Chinaman. When missionaries tell you that they have done more than that, do not believe them."

"What do you mean by saying music injured your health?"

"Why, that girl next door pounds her piano so loud that I can't go to bed with all our windows shut."—Detroit Free Press.

Bridegroom (returning from the honeymoon)—Do you keep this car thoroughly cleaned going through the tunnel?

Brakeman—Yes, sir.

Bridegroom—All right. I'll go and get my wife.

My wife.—The Smart Set.

Business Board

Two Important Resolutions Affecting the Ministry Are Introduced.

Recommendation Instead of Dredge Be Removed.

Considerable business at yesterday morning's council of the board of Luggin introduced two resolutions, which passed. President Shaughnessy said that he would present the matter of the complaint against the Victoria-Vancouver line when he arrived.

There were present H. Ward in the chair, and Messrs. Grease, Thompson, Leiser, Prior, McQuade, Secretary Elworthy.

Notification was received from the government that it intended to introduce a bill but \$100 this year to allow the expenses entailed on the amount granted. The president was requested to view the government on the subject of the bill. The president was requested to view the government on the subject of the bill. The president was requested to view the government on the subject of the bill.

A letter was read from the harbor master, forwarding regarding the question of the harbor. The harbor master was requested to view the government on the subject of the bill. The harbor master was requested to view the government on the subject of the bill. The harbor master was requested to view the government on the subject of the bill.

The next item of business was the report of the committee on the bill. The committee was requested to view the government on the subject of the bill. The committee was requested to view the government on the subject of the bill. The committee was requested to view the government on the subject of the bill.

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