The Colonist.

THURSDAY, JUNE 30, 1898.

MR. HIGGINS AND THE E. & N.

Mr. D. W. Higgins is spinning fairy tales to the electors of Esquimalt over the E. & N. railway, which he has recently discovered affords reason for the defeat of the Hon. Mr. Turner. When the E. & N. railway proposition was before the people of British Columbia Mr. Turner was not in public life, but Mr. Higgins was, in the sense that he was editor of the Colonist, taking a vigorous share in the discussion of all questions then before the voters. He was an ardent advocate of the construction of this road upon its present terms, and did much through his newspaper to secure its construction. His articles upon the defeat of the project in its initial stage have a singular resemblance to some of the things he is saying now-a-days. For instance, in speaking of the government for having led to the defeat of the bill in the session of 1881, he refers to them as the "Rip Van Winkle of James' Bay," and says that they ought to give way to "live, wide-awake men." Mr. Higgins could not find language too strong to be used in expressing his opinions in regard to the advantages of the scheme under which the railway was constructed or the men who were opposed to it. In the Colonist of December 31, 1882, Mr. Higgins said: "As for the railway, the only hope of getting it lies in displacing the present premier, whose deadly hostility to the great work was plainly manifested last session, and substituting for him a man who has a higher object in taking office than the salary which attaches to the position." This is tolerably strong language to use in defense of a policy which Mr. Higgins now condemns in every corner of the Esquimalt district. On every occasion in which the railway came up for discussion we find the Colonist employing strong language in its support and, in many cases, bitter invective against those who were opposing it. If there were features of the scheme which were objectionable, then was the time for Mr. Higgins to have pointed them out. If the railway could have been obtained on more favorable terms, Mr. Higgins should then have indicated what those terms were. If he says that he believed he was right in urging the construction of the road at that time, and that so urgent was the necessity for it felt to be that the people were not disposed to be too critical as to the conditions insisted upon by the company, we would not be disposed to quarrel with this explanation of his course; we would simply ask why the same degree of consideration should not be extended to the ministry which consummated the bargain so heartily endorsed by Mr. Higgins; and we would further ask why Mr. Turner, who at that time was a private citizen, should be assailed because Mr. Higgins and his friends did not make a better bargain for the province.

As for the railway itself and the terms upon which it was built, some people seem to lose sight of the fact that the bargain was not made between the company and the provincial government, but between the company and the Dominion government. The province gave the land to the government to be used in securing the construction of the railway. The terms upon which the road was built were settled at Ottawa, not at Victoria. Hence, if there is anything irksome in the conditions of the contract redress can only be obtained from Ottawa, and it is perfectly idle for anyone to ask that the question shall be re-opened in the provincial legislature, for that body has no power left it in the premises. This phase of the question is one which the squatters should not forget. It is quite true that a so-called commissioner came down from Ottawa and expressed his opinion that the provincial government ought to do something for the squatters, but the power responsible for the injustice to the squatters is the Dominion government; and if redress is to be obtained from any quarter that is the source whence it should come. The benevolence of the Ottawa authorities in suggesting that the province should redress a wrong which it did not commit, and for which the Dominion as a whole is responsible, is of a kind which is not exactly unique but is not wholly disinterested. If wrong has been done to anyone by the terms of the E. & N. railway grant, Mr. Turner has no responsibility in the premises and the fault lies at the door of the Dominion government and gentlemen, who, like Mr. Higgins, aided in carrying the bargain through.

SOME ONE MUST GET THEM.

The Kamloops Standard very justly observes that some one must get railway charters if railways are to be built by any one except the government. This seems like a needless remark, but it is not, for the opposition do half their talking because charters that have been granted to various individuals. If a number of persons think they can put through a railway project and come to the legislature for a charter, they at once become from the opposition standpoint, that is the British Columbia opposition, the enemies of the province, who may be justly abused with any assortment of epithets which the ingenuity of their assailants can devise. Yet if no one received charters, no one would build railways. Take a case to which the opposition are never tired of referring, that of the B. C. Southern. Col. Baker, who when he came to this province from England, was a man of considerable means, looked the country over to discover a place where he could invest with a reasonable prospect of a fair profit. Even members of the opposition will concede that there was nothing wrong in that. They will admit that the more people who come to and seek opportunities to invest it profitably here, the better we are all pleased. We have not observed any disposition even on the part of the opposition to refuse to assist Englishmen with money in obtaining property in exchange for it.

Col. Baker in the course of his enquiries and journeyings was much impressed with South East Kootenay. He was one of the few people in the world, who were far-sighted enough to see that this little esteemed part of the province was likely to become a seat of prosperity. There were promising indications of coal there, and he bought some coal lands from the Crown, paying therefor his good English money. He bought them just the same as any one else could have bought them at the time. There was surely nothing wrong in this. Probably the majority of people, who heard of his purchase at the time, wondered why he should sink his money in such a remote corner of the province. Even those persons who have come to the province in recent years have heard opponents of the government give this very investment as one of their reasons for thinking Col. Baker not a fit man to hold office, which they said showed that he did not know how to take care of his own money. Certainly there is nothing wrong in a man's using his own money to buy coal lands in any part of the province in accordance with the laws in such case made and provided. This is just what Col. Baker did.

Col. Baker having invested in coal and other lands saw that, to make his investment profitable, a railway was necessary, and he was able to induce some friends to unite with him in applying for a charter. It was granted. There was surely nothing wrong in this. Most people would think it a very praiseworthy act. He and his friends asked the legislature for a land subsidy. Were they wrong in this? The government of the day and the legislature did not think so; nor do the people at large appear to have raised any protest. The general impression was that if a railway could be secured through Southern British Columbia by giving a land subsidy, it was a good stroke of business on the part of the province. So Col. Baker and his friends became possessed of a railway charter and a land subsidy, and thereupon they attempted to float their enterprise, but although they expended a good deal of money in surveys and in other directions the project hung fire. Men with money sufficient to build railways had not as much faith in the country as Col. Baker and his associates, and the matter rested until the mining development in Western Kootenay, largely during Col. Baker's regime as Chief Commission of the mining department, made it important to get the coal of the Crow's Nest Pass to the smelters. Then the Canadian Pacific stepped in, took the charter off Col. Baker's hands, obtained additional assistance from the Dominion and set about building the road. So that after many years, Col. Baker sees a beginning of the development in South East Kootenay which he foresaw when he went into the district as a pioneer. Is there anything wrong in all this? If so what is wrong? Is not this record just such a record as Englishmen are making in all parts of the world? Is not this the sort of pioneer work that Englishmen do and by which the Empire of Britain has been developed?

But it so happened that Col. Baker's neighbors in South East Kootenay thought he would be a good man to represent them in the legislature. Like themselves he was a pioneer. He had shown his faith in the district by investing his money there. So when he expressed his willingness to serve them in the legislature they elected him. During the time that he occupied a seat in the house as a private member, the charter for the B. C. Southern was several times the subject of vote. Col. Baker was always careful to tell the house that he was interested in the company and did not feel that he should vote on such occasions, and always withdrew. Was there anything wrong in this? If so, in what does it consist? It is not true that on countless occasions members of the legislature have sat in the house in this province and every other province of Canada and in the parliament of Canada and of the United Kingdom and voted upon measures in which they had a direct financial interest?

Later Col. Baker entered the provincial government; but not any of the interests which he now holds or ever did hold in South East Kootenay in the coal lands, railway charter or ranch lands were obtained by him after he accepted a portfolio. Did he do wrong in accepting a portfolio? Has any man yet dared to insinuate that he ever employed his official position to his personal advantage?

We have selected the case of Col. Baker because it is a conspicuous one, and we take it for the purpose of illustrating how utterly hollow is the opposition cry against the men who by their energy and foresight have secured the construction of railways through this province. To be identified with a great public enterprise is sufficient to render a man a target for the anarchists of the opposition press. We repeat with the Kamloops Standard that some one must get the charters, and we add that this province has been exceedingly fortunate in having its charters fall into the hands of men who have not taken advantage of political influence to force unreasonable demands through the house and who have never in any instance been guilty of anything approaching an attempt to debauch the legislature.

REMEDY FOR WHOOPING COUGH.

At this season of the year whooping cough is very prevalent among some of the children in most families. It is not advisable to stop the coughing entirely, but relief should undoubtedly be sought. Griffith's Magic Liniment affords more prompt relief than any other remedy, and should be kept in every home. In cases of croup it affords almost instant relief.

ENTHUSIASTIC MEETING

Three of the Government Candidates Receive a Rousing Reception Last Evening.

Messrs. Helmcken and Hall Deal in a Business-Like Manner With Questions at Issue.

The largest, most enthusiastic, and at the same time unanimous meeting of the campaign, as far as this city is concerned, was held in the A.O.U.W. hall last evening. Every seat in the body of the hall was occupied, the aisles were crowded and the galleries were fairly well filled. There were no interruptions to interfere with the speakers and annoy the audience and in fact the meeting was one of the most orderly that has been held in Victoria. The feature was the really eloquent speech made by Mr. A. E. McPhillips, who at the close of the meeting was heartily congratulated by a large number of citizens, who made their way to the platform for the purpose.

Mr. A. J. McLellan, president of the Provincial Political Association, took the chair and the candidates ascending platform at his request, were received with applause. The chairman, in a few opening remarks, paid a compliment to the candidates. Mr. Hall had been like a son to him and was a good man; everybody knew Mr. Helmcken, and although not so long in the country, Mr. McPhillips was favorably known.

Mr. Hall on coming forward was received with cheers. He had only come out, he said, at the request of many electors, and felt honored in being able to address Victorians as a candidate for the legislature as a supporter of the present government. He would, if elected, do all in his power to bring about the development of the province. This had been the aim of the Turner government, and to a large extent they had succeeded. He wished it understood that he was not the candidate of any ring, nor was he hampered by any promises. As long as Mr. Turner continued his present progressive policy he would support him; should he change that policy, he would immediately withdraw his support. The opposition objected to the railway policy of the government. He contended that the railways built through government aid had opened up rich districts of the province. It was unfair to blame the government for the annual expenditure on the Victoria & Sidney railway. That aid was given at the request of the citizens of Victoria, who demanded that aid be given for the construction of that road. A great deal was said, too, about the Island railway grant, but it should be remembered that that grant was given by the Walkem government, the people of Vertoria clamoring for the construction of the road. It was first only built as far as Russell's station. The people of Victoria offered to pay the late Mr. Dunsmuir to extend the railway to Victoria, but he declined the aid and built the extension. As to the Indian reserve he would advocate the removal of the Indians and the handing over of the land to the city, the building up of which had increased the value of that land. Civil service appointments he held should be given to British Columbians, but by this he did not mean men who had been residents of the province since '59, but any man, who came here with the bona fide intention to settling, whether he came only a year ago or twenty years ago. After a short reference to the splendid school system of the province, Mr. Hall advised the electors to return to power the Turner government and assure the carrying out of a policy that had done so much for the province. (Applause.)

Mr. Helmcken thanked the chairman for his complimentary introduction and the audience for the cordial reception. Unlike the other two candidates present he was there to give an account of his stewardship and he felt satisfied that he had such men on the ticket with him. He had, thanks to the generosity of Victorians, occupied a seat on the floor of the house for four years, and he felt that he could with all confidence stand up and ask the electors to return the Hon. Mr. Turner to power. (Applause.) The province had of late been brought prominently before the eyes of the world, and it was the duty of the people to keep it to the front. The way to do this was to open it up by roads and railways, which had been the policy pursued by the government. It showed that they had faith in the country, a faith that should be stimulated. He could not do better he thought than to ask those present to read the Premier's manifesto, issued a few days ago. At present the Premier was on the mainland manfully fighting his own battle, coming fact to face with the electors and explaining to them the policy that he had pursued, and the result of that policy, and he was sure that he was making a good impression. (Applause.) He would like to have been able to meet the electors oftener during his service as a member, as he thought they could better understand one another in that way, than through the debates in the legislature. Like Mr. Hall, if elected, he would strive to do his best for the city and province. The Songhees reserve had been pretty thoroughly discussed at recent meetings and he had brought that matter up in the house. He was anxious to see the Indians removed, but in doing so the various interests, of which the interests of Victoria were paramount, must be conserved. It was necessary to have representatives elected, who would be able to settle the question, and Mr. Hall, from the long study he had made, and interest he had taken in the matter, could give great assistance in that direction. The building up of Victoria had made the land valuable and the E. & N. Railway Company had also a large interest in it, having a right of way and some foreshore right on it. A right of way through the land should be maintained for all time to come for the citizens of Victoria. The question of the removal of the reserve should be settled and these interests of Victoria looked after.

Another subject of provincial interest was the alien or labor question. In a bill to prohibit the employment of Chinese on railways which received charters from the provincial government, he had the word "Japanese" inserted. To the surprise of many the Lieutenant-Governor did not give his assent to that bill. At the next session he introduced a bill on exactly the same lines and it was finally passed. He was certain that the legislature had kept within their rights in passing that bill, the courts having decided that the act to prohibit the employment of Chinese underground, which was of the same nature, was within the power of the legislature. Of course the question may be raised that the act would interfere with treaty rights between Great Britain and China or Japan, but he had never heard of the home government disapproving of legislation of this nature.

All were united on the question of having a mint established in British Columbia, and he had the pleasure of introducing a motion in the legislature, drawing the attention of the Dominion government to this matter. The mines of British Columbia were being rapidly developed and the establishment of a mint would keep the product of these mines within the province.

The opposition did not invite the government candidates to discuss a policy that was very greatly different to the policy followed by the government. The matters they asked the government to discuss had all been discussed and decided on the floor of the house. The opposition might just as well come out and help to carry out the policy of the government.

As to the new ballot act, it had certainly been introduced by Mr. Forster, but that gentleman had asked him (Mr. Helmcken) to assist him in securing the passage of the act and he had done so. It had always been his policy to support any good measure, whether it came from the government or the opposition. True, the opposition did not introduce many measures, as they spent most of their time criticizing the government, but what good ones they had introduced, he had supported.

The expenditure for school purposes had reached large proportions and it spoke volumes for the system that no objection was made to this increased expenditure. The system was a good one and should be maintained without interference.

In the appointment of government officials he contended, as he had contended on the floor of the house that, all else being equal, the positions should be given to those who had been brought up in this country, by which he meant the whole of Canada. There were other matters which he had brought up in the house, some of which he was pleased to see were about to be referred to a commission for the settlement of disputed questions between Canada and the United Sttes. If returned he would do all in his power to open up new channels for the employment and enjoyment of all classes. (Loud applause.)

Mr. McPhillips received a very hearty reception. On this occasion he was present, he said, to speak on provincial affairs which required very earnest consideration. The responsibilities of office were very great and it was the duty of every legislator to make a study of the wants of a country and the measures to provide those wants. A policy without continuity was of no benefit. The opposition made many charges but when asked to state facts and prove them, were silent. They had simply acted like a debating society, failing to advocate a policy that would be acceptable to the electors. He would endeavor to prove that the policy of the government was one of progress. He joined issue with the much flaunted Liberal policy at New Westminster. In the first place he joined issue with their railway policy. He was unquestionably opposed to the government ownership of railways. A gentleman had asked him "What about New Zealand?" New Zealand was in an entirely different position, being an entire colony, like the Dominion of Canada, having control of the customs and other revenue, and even if it was a success in New Zealand British Columbia could not adopt such a policy. It was an impractivable policy and further he was opposed to it on the ground that that it extended the patronage of the government. Railway building and ownership, he contended, was a legitimate business, which all should be free to embark in. Canada had had a little experience with the Intercolonial railway, which had been for years a drain on the treasury. The C. P. R. was an example of private ownership of railways. Both parties in the House of Commons had come to the conclusion that the building of that railway should be left to a private company. They had completed that road four years earlier than they were called upon to do so and they found that the government had a lot of useless officials employed before it had been handed over to the company. He always endeavored to keep personalities out of politics, but when a man entered the political arena his past acts could fairly be criticized. If he could read the signs of the times, the leader of the next government, should the opposition be returned to power, would be Joseph Martin. He would ask whether it would be to the interest of the country to have the railways owned by the Province with Joseph Martin in charge of the treasury.

Plank No. 7 of the Liberal platform proposed to do away with the requirement that candidates should make a deposit of $200. He would be quite willing to have this eliminated from the election. A man, because he was poor, should not be prevented from entering the legislature. The question was raised by some that if it were not for this provision, a large number of candidates would come out, increasing the cost of an election, but this would not make him raise his voice against any proposal to do away with the requirement.

The mortgage tax question, Mr. McPhillips contended, was a bugbear; it was not a practical question for the electorate. He asked whether there was a man present who could say that a mortgage imposed that tax on him. If the tax was wrong the opposition should have introduced an amendment to the act. The capitalist must bear a proportion of the taxation, and if elected he would conceive it to be his duty to see that taxation was equitable. He was against the principle that foreign capitalists should be allowed to send money to the country and that that money should escape taxation. If the tax was unequal, the act should be amended.

As to the miners' license, the miner for precious metals was given many privileges for the $5 he paid. Besides he was entirely different to the coal miner, the latter being in most cases a married man, who had settled in the province, while the prospector was more of a transient resident, and in many cases an alien, who was here to-day and away to-morrow. The timber question was also mentioned in the Liberal platform. He did not know that any question of public policy turned on that, but the timber cruiser, whose work was even harder than that of the miner, should be fairly dealt with. He was strongly opposed to the importation of Oriental labor, and he felt that the province could help materially in ridding this country of this horde of cheap laborers.

The opposition said their policy was one of honesty and progress. He did not know that the opposition had an exclusive right to a policy of honesty and progress. Further he contended that the policy of the Turner government was one of honesty and progress. (Loud applause.) Many good men kept out of politics because when they entered the arena they were gibbetted and slandered. Just as the courts of laws favor actions of slander and award heavy damages against defendants found guilty of slander, so should the electorate declare unanimously against the slanderers of public men. (Loud and continuous applause.) It had been charged that Victoria was favored by the present government. This was an untruth. The statute books could be searched, and they would disprove this unfair charge against the government.

Referring again to the government ownership of railways, Mr. McPhillips said such a policy had once been proposed in Manitoba and one of the chief opponents of the policy was this man Joseph Martin. He instead brought about the construction of the Northern railway, in the charter of which there was a $500 a mile clause. The Free Press newspaper went into the question of this $500 a mile and made a serious charge against Jos. Martin. Mr. Martin brought an action for damages, but the jury decided the case in favor of the Free Press. A new trial was allowed, but Mr. Martin never brought the case to a second trial. It was this man Martin who charged that Hon. Mr. Turner was the head of a "Victoria concern." This was one of those unwarranted statements of which Mr. Martin's political life was full of.

Mr. McPhillips next referred to the threats which had been made by Col. Gregory at the Spring Ridge meeting. The Times reported Col. Gregory as saying: "This has been their record for sixteen years, but this government is going to go as sure as the sun will rise tomorrow, and if Victoria is so blind to her own interests as to elect four supporters of the present administration she need expect no consideration from the next." That Mr. McPhillips said was not proper language for a candidate to use to electors; the voters should not be intimidated by such language. He asked the electors to vote according to their conscientious convictions, and closed with an eloquent peroration. As he went to his seat, he was greeted with cheer after cheer.

Mr. McLellan in closing the meeting, complimented the speakers, and referred to the benefit that was resulting from railway construction, which had been made possible by the policy of the government.

After a couple of excellent campaign songs by Mr. James Pilling and a vote of thanks to the chairman the meeting adjourned.

LEITER'S EXPERIENCE.

It Merely Points a Very Old Lesson of Human Experience.

Joseph Leiter's wheat deal has collapsed at a time when the public supposed he was well on the way out of it, with several million dollars' profits. Mr. Leiter has been buying and selling wheat in the markets of the world on an enormous scale for more than a year, and in that time has not only been a great speculator, but he has also merchandised wheat in larger quantities than any other dealer. He started to buy wheat when it was cheap, and he kept on buying it as it advanced. He has sold millions of bushels, which returned him very large profits. When the great advance occurred after the declaration of war, Leiter possessed a stock of grain which he could have sold to foreigners at prices that would have made him a fortune. It was supposed by the public that he had disposed of the greater part of his wheat then. Doubtless he did sell many million bushels. But he kept some for still higher prices, and when the markets started to decline he became a large buyer in an endeavor to hold prices up and send them to a still higher level.

That is what broke young Leiter's back. He overestayed the market. Instead of being content with a splendid gain from his operations, he thought he could put wheat above $2 as easily as it went above $1. After selling millions of bushels at high prices and making a great profit, he bought millions more, which he is now compelled to sell out at a great decline, and the losses of the second end of this deal will more than swallow up the profits on the first end.

There is nothing new in Mr. Leiter's experience. He has learned what Mr. Armour has frequently told the public, that no man or combination is great enough to control the wheat market. The conditions which make prices are so wide in their scope and so uncertain that no man can control them, or even appreciably affect them for any long period. No speculator makes his own successes in the wheat market. All he does is to guess right, or to guess wrong. If he makes money it is because he gets in the current and is carried along with it. If he loses, it is because he attempts to go against the tide. Mr. Leiter has had both experiences in the past year, and knows how it is.

Young Mr. Leiter has not given the public any occasion to rejoice over the failure of his plans. While he did not go into the wheat market as a philanthropist, he has nevertheless been instrumental in placing in circulation millions of dollars which have gone into the pockets of the farmers. In the absence of his speculative venture, this money would have remained in the possession of his father, L. Z. Leiter, and would have done nobody any good.

If Joseph Leiter is seeking consolation for his disappointment, he may find it in the reflection that the good which he expected to monopolize has been distributed among thousands of other people. —Kansas City Star.

DISTRICT SCHOOLS.

Presentation of Prizes and Closing Exercises at Chemainus.

The closing exercises of the Chemainus public school were held in the schoolroom on the 24th instant. After the usual examination of the classes in the various branches of study, rolls of honor were presented to the following pupils: Eliza Bonsall, for general proficiency; Vera Bonsall, for regularity and punctuality; Effie Bonsall, for deportment. The prize offered by Mr. Kersley was awarded to Vera Bonsall, and Lily McBride won the one offered by Mr. Bonsall. At the close strawberries and cream, generously provided by Mrs. Mainguy, were in waiting for all.

CHEMAINUS LANDING.

The Chemainus Landing public school closed last Friday afternoon, but owing to the inclemency of the weather, only a few visitors attended the closing exercises. At 1:30 Mrs. Capt. Gibson kindly presented the prizes to the fortunate pupils, and about half-an-hour afterwards the boys had a paper chase through the woods. On their return, each child was presented with a bag of candies, which were sent to the children through the kindness of Mrs. Henry J. Caldwell, of Victoria. It was rather a welcome surprise, and each child went home well pleased with the day's proceedings. The following is the list of prizes obtained by the pupils. Rolls of honor—Proficiency, Arthur E. Collyer; deportment, James Marshall; regularity and punctuality, Charles T. Collyer. Prizes—Fifth Reader, Arthur E. Collyer; Junior Fourth, Charles T. Collyer; Fourth, Raymond Gallant; Third, Frank J. Menzies; Second, Mildred H. Gibson; First Primer, Annie M. Stevinson; deportment, Emma Gallant; spelling, James Marshall; writing, Robert J. Crozier; writing (second), Samuel Robinson. The prizes were presented by Mrs. Loat, of Victoria. Those who were not fortunate in obtaining prizes were each given a knife by their teacher, Miss Leat.

Stephen B. Griswold, law librarian of the New York State Library at Albany, has completed 30 years of continuous service. He is the only person in the State Capitol who has held office for so long a period. When he succeeded Alfred B. Street as law librarian, in 1868, the law department contained less than 20,000 volumes, and the janitor was his only assistant. It now contains 60,000 volumes.

Cure that Cough with Shiloh's Cure. The best Cough Cure. Relieves Croup promptly. One million bottles sold last year. 40 doses for 25 cts. Sold by Cyrus H. Bowes.

VARIETY OF VENTURES

Many Different Kinds of Expeditions to Leave on the Steamship Progreso.

Instructions for Navigators Approaching William Head-Wreck of a Freighted Barge.

A picturesque looking craft at the ocean dock yesterday, which will probably be in port for the greater part of to-day was the 1,500-ton steel steamship Progresso, loading passengers and freight for St. Michael's. Of the hundreds of steamship loads that have gone North in the past few years that to be found on the Progresso is possibly the most unique. There are about 230 passengers on board—mainly mining and other speculative venturers. On the decks are four river steamers; one, the Burpee, was taken on at Vancouver and was built at Polson's Toronto yards. She is a 50-foot boat and is capable of making 15 knots. A second is a boat of larger dimensions to be driven by two propellors, both on the one shaft and one larger than the other. The third and fourth are stern-wheelers, completely enclosed in housework. Stowed away in the holds of the ship are between seven and eight hundred tons of different lines of freight, 260 tons being for Dawson City merchants and the balance, largely flour and coal, belonging to speculators, for sale. Conspicuous among the passengers are forty unmarried women, from different cities in the East, going to Dawson to make livelihoods, some in domestic pursuits and some in mining.

A party of sixteen sturdy looking fellows forming the Wenthrop Mining & Trading Company, are the owners of the launch City of Bradford. They hail from Pennsylvania and are very completely equipped. Their destination is the upper Yukon, and they being intent on staying in that country until fortune smiles on them they have outfitted for two or three years. Then, there is a party of twenty Englishmen, who own the launch Burpee. They, too, are in search of gold and are well found in everything necessary for the voyage, a large number of big dogs being included in their outfits.

Most important of all the parties is that of the Anglo-Alaskan Mining Syndicate, whose mission North has been of late receiving columns of newspaper attention. It is to make a survey of the overland route from Norton Bay on the coast to the mouth of the Konkuk river, an affluent of the Yukon. It is proposed by a South African syndicate to build a line of railroad next spring over this route and thereby save the voyager, bound in to the Yukon country by way of the Yukon river, several hundred miles of travel. There are thirteen in the survey party, including H. R. Miller, the well known Alaska "tramp," and two Esquimaux Indians (a man and women). The party will depend for guidance in the country as also for the making of their articles of apparel on these and other natives. A vessel, belonging to the expedition, has gone North from San Francisco, and will visit Siberia for the purpose of securing a load of Esquimaux to assist in the work.

Other passengers to sail on the Progresso are the members of Dr. Terwagne's exploring expedition, the movements of which were recently outlined in the Colonist.

The Progresso was formerly a New York packet, but at the time of the railroad war five years ago came around to this coast to run for the Panama Railroad Company on the Southern coast. Three years ago she was put in the Seattle-San Francisco coal business and in this service she has been employed until her present charter for the one trip to St. Michael's.

A FREIGHT BARGE WRECKED.

Bark Carrollton has returned to Nanaimo from Dutch Harbor bringing news of the wreck of the barge Gerald and the loss of the vessel's cargo, including a small river steamer. The steamer Rival, which was towing the vessel North, arrived at Dutch Harbor just before the Carrollton and reported the accident as having occurred on June 2 near that port. Capt. Sprague, of the sealing vessel in a letter thus describes the accident: "The Gerald broke in two just aft of the cabin and filled rapidly, but was afloat when we cut the hawser to relieve the Monarch. Later on the little steamer Vera, that was on her stern, slid off. They were both floating when last seen. The Rival goes on in the morning to see if she can pick up either or both. But I am afraid it will be a fruitless search, for when well up in the pass we encountered a heavy gale and had to put back to Little Bay and put out two anchors from both the Rival and the Monarch, and then use steam to keep from dragging. I verily believe that if boats had been together at the time that both of them would have been lost."

QUARANTINE LIGHTS.

F. Gourdeau, deputy minister of marine and fisheries, has issued the following interesting notice to mariners concerning the lights that mark William Head quarantine station:

"Any vessel proceeding to the quarantine station at William Head, Vancouver Island, strait of Juan de Fuca, British Columbia, for inspection, is required to proceed northward until two mast lights maintained by the department of agriculture on the head are abaft the beam, then proceed westerly until they are in one, which will define the limit of the quarantine anchorage. Race rock light shut in by Willian Heal also defines the limit. The more northerly light is distant 90 feet from high water mark at the entrance to William Head, and is 30 feet above high water. The back range light is distant 30 feet S. by W. ½ W. from the front one and is 36 feet above high water mark. Both lights are fixed red, shown from lanterns on posts. They should be visible, on a clear night, at a distance of four miles. This notice affects admiralty charts Nos. 1911, 1917, 2689, and 2840." Notice has also been given that "The U. S. S. Concord reports an uncharted rock near the western bank of Grenville channel, one mile to the northward and westward of Union passage, at the mouth of a small stream. Approximate locality: Lat. N. 53:26; Long. W. 129:28. This notice affects admiralty chart No. 1923a."

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.