

THE PASSING SHIPS.

California's Haste to Obtain Miners' Licenses—The "Islander" Home.

Daily Connection With Vancouver—A Rock in Johnson Straits—Busy Shipyards.

Three steamers—the Victorian, Tillamook and City of Topeka—were in port Sunday and yesterday to enable their numerous passengers for the north to secure miners' licenses before invading the gold land of the Canadian Northwest.

In consequence of the recent slides along the line of the C.P.R. the past few days have witnessed the arrival of upwards of thirty car loads of accumulated Victoria freight in the Terminal City, and it was for the purpose of making quick delivery of this to the consignees that the Yosemite was despatched on Sunday to Vancouver.

Business-like discharging and loading will enable the Amer, which completed a fast passage from Wrangell on Saturday, to get away on her second trip to the North at noon to-day on schedule time.

The steamer Islander, Captain John Irving, completed early this morning a fast and uneventful voyage to and from the North.

The British bark Falkirk, which arrived in the harbor on Wednesday, is seeking, has received a charter to load Washington wheat for the United Kingdom.

Shortly after leaving here on her initial voyage in the Klondike trade, the big steamer Ningchow blew up on the same boiler that was repaired in Victoria, being forced thereby to continue to the Terminal City with one boiler and at a speed of not better than seven knots.

Business appears to be increasing instead of diminishing in the shipyards, each of which is working day and night to meet demands.

Captain Butler, of the Richard III, reports touching a rock in Johnson's strait on or about where the seven fathoms is marked on Ripple's shoal and in the vicinity of the west end of Thurlow island.

The steamship Tacoma, of the N.P. & Ss. Company service, sailing for the Orient on Sunday carried among her passengers six Christian Alliance missionaries, who are destined for work in northern China.

The steamer Mischief, Captain Otto Bucholtz, cleared yesterday for Quatskanie cove, on the East of the island, where she is to deliver logs, horses and machinery for a near-by camp.

On her return may therefore be looked to bring in particulars. THE "CURACOA" ARRIVES. After a long passage, occasioned chiefly through accidents in the boiler room, the Pacific Coast Co.'s second new Northern steamer, the Curacoa, has arrived in the Bay City from Baltimore, to take her place in the service.

FOUND THE PURSER'S BODY. The mail steamer Curacoa City, just down from the North, fully corroborates the news published in the Colonist a week ago of the finding of a body close to the scene of the Clara Nevada disaster.

MANY CALIFORNIANS ARRIVE. The passenger list by the City of Puebla, arriving yesterday afternoon from San Francisco, included the heaviest in the history of the ship, well toward the record mark, there being in all 470 travellers on board.

THE WATERWAY TO DAWSON. Engineer Hamlin's Report on the Hootalinqua River and Its Outlet. The following report to Mr. W. S. Gore, deputy commissioner of lands and works, received at Victoria on the 9th inst., has been issued as a supplement to the report of the chief commissioner, and presented to the legislature.

Having already submitted a short report on the trail from Telegraph Creek to Teelin lake, shall confine this report chiefly to the water stretch, more especially that portion covered by the Hootalinqua river.

Teelin lake is a beautiful sheet of water. Commencing at the south end of what is now designated the South Arm, the width of the lake varies from 450 feet to half a mile for a distance of 12 miles.

The Hootalinqua is a noble river. The general trend of the river is north-westerly. For many miles the upper reaches of the river has a very regular course, with many long, straight reaches; the lower end has a more irregular course.

The banks of the river are river flats, hills, broken ridge hills, level table lands 8 to 20 feet above the water, clay and gravel, sand and silt banks. These several formations, in alternate succession, are characteristic of the banks of the river throughout its entire length.

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ice-jams. The greatest risk of water appears to be from the west. Many small streams empty into the river, and they may be considered gold-bearing. Colors were found at a few points which were examined. Mountain ranges show in the distance on the sides of the river, the notes taken are very copious, sufficient to fill a very lengthy document, it is considered advisable to annex to the report a rough sketch of the river, with abridged notes, and the distances, widths and soundings in a tabular form. This will furnish a clear and comprehensive knowledge, such as may be required.

At 118 miles intersect the Lewes river. Islands and flats characterize the junction. There appears to be a gravel bar, but the lowest depth of water shows seven feet. From the foregoing statements, in conjunction with annexed sketch and notes, it is manifestly a stretch of water, suitable for navigation by light draught, powerful river steamers.

From the confluence of the Hootalinqua and Lewes rivers, general notes were carefully recorded, along the latter as far as Dawson City, a distance of 339 miles. As the soundings taken for a few miles were very satisfactory, and the channel of the river showing a depth of water sufficient for the purpose of navigation, it was not considered necessary to interrupt the delay required to continue taking soundings.

Several bills were advanced a stage or two, including the Vancouver City amendment, which went through its second reading without opposition. The proceedings opened with prayer by Rev. W. Leslie Clay.

REPORTS. The private bills committee reported that the bill to incorporate the British Columbia Great Gold Gravel Dredging Mining Co. was not in the public interest and that the preamble was not proved.

At 244 miles meet the mouth of the White river, which enters the Yukon on the west side. In this river the ice was running in banks, located on the hills at 258 miles the Stewart river, said to be so rich in gold, joins the Yukon on the east side; 282 miles reach 60-Mile Post. There is a store and some cultivated land at this point.

At 339 miles strike Dawson City. The city is a long straggling place, composed of log cabins and tents, located on the north bank of the river. The town extends over two miles along the river front, is in two divisions, divided by the Klondike river. The south division bears the dignified name of Lower Town, and the north division is called Dawson City.

Before closing this report it is desirable to draw your attention to the immense importance of establishing the route from Fort Wrangell via Teelin lake and the Hootalinqua river. It is a grand project, commencing over 2,500 miles of river navigation with only one portage of 100 to 120 miles, over which a railway can be constructed without any difficulty.

Gold has been and is being taken out of the creek beds which empty into the Klondike river in marvelous quantities, especially on the Bonanza and Eldorado; \$800,000 was refined recently for seven claims. The channel of the river has numerous islands. At some points, by including these, the width is largely increased, the result being a decrease in the depth of water.

ON A POINT OF ORDER

House Occupied in Discussing Whether Mr. Sword Can Discuss Details of Estimates Now.

Several Bills Advanced a Stage or Two, Including Vancouver's Charter Amendment.

The debate started the other day by Mr. Sword on the formal motion that supply be granted took the phase of a point of order yesterday, and a great deal of time was spent debating whether Mr. Sword had a right or not to discuss the general policy of the government at this stage, instead of waiting as usual for the motion to go into committee of supply.

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At 120 miles meet the Five Finger rapids. The passage was made through the most easterly channel. The rapids are rough and foam up furiously. The distance is very short and the depth of water good. There is every possibility of a steamer with powerful engines being able to make it, the distance is so short. In any case there is an expense of about \$100,000 to have a steamer to be lined over the difficulty.

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rounds might be authorized to place voters of the district in a convenient place. Mr. Hume had a letter from some of his constituents complaining about the provision referred to, but the suggestions of the attorney-general might do a great deal of good.

The declaration was a safeguard for the voters in making the change should be open from 9 a.m. to 7 p.m.; and there were provisions giving power to exempt the C. P. R. station and wharves from taxation and also for a period of eight years to exempt the C. P. R. station and wharves from taxation on account of any bonus granted to any other road.

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Company's Bill, said it would be a feeder to the Crown's New P. and a convenience to the people through whose district it ran. The second reading carried.

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VICTORIA IS THE PLACE

The Leader of the Largest Parties to Come West Over the Canadian Route Says So.

A Veteran of Four Expeditions to the Yukon Who Has Learned by Hard Experience.

"I feel deeply grateful to the people of Victoria for the many kindnesses they have shown to me and my people—I am also glad that we had the opportunity of outfitting in this city."

"We have," he continued, "from the time we started out from Detroit, been shown the greatest consideration by all officials of the Canadian Pacific, over which road we came, and since we arrived here the attention paid us has been particularly kind."

"I must not leave without acknowledging the kindness of your chief of police, through whose instrumentality we were enabled to thoroughly inspect our mail and government buildings."

"As to business—we find that outfitting in Victoria pays abundantly, and as we have many associates following us, we are writing back telling them what is good for all Klondike pilgrims to know—that Victoria is the best place of all in which to purchase outfits."

"Dr. Gilchrist, who is himself a Democrat, proceeded to return to the Yukon for the fourth time, and is accompanied on the Islander by Dr. V. B. Ayres, formerly a practicing physician; F. A. Smith, an ex-commercial traveller; J. M. Ladd, until lately, a photographer; P. Lough, an attorney; William McGloskey, a ship carpenter; and George Frey, a painter—all from Detroit. Their first prospecting will begin on the Stewart river, and they go well provided with complete outfits, canvas bags, etc.

By Mr. Semlin—For copies of all instructions given to C. B. Hamlin, civil engineer, in regard to his examination of the Teelin lake, Hootalinqua, Lewis and Yukon rivers.

By Mr. Hume—To introduce a bill to amend the Provincial Elections Act. Mr. Graham—To introduce a bill to amend the Water Clauses Consolidation Act, 1857.

By Mr. Helmecken—To move that the present condition of the Provincial Lunatic Asylum demands the immediate attention of the government.

CYCLE PATHS

Wheelmen Are Willing Them and the Council They Show

The Firehall for Spraying Assistant Caretaker Ross

Ald. Humber said the might have a little of about him he approved of the proposition to vote for anything reaction direction, but he considered it a little of the part of the bicycle part roads from all parts we are writing back telling them what is good for all Klondike pilgrims to know—that Victoria is the best place of all in which to purchase outfits."

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CHICAGO WOMEN COMING.

They Propose to Invade the Klondike via the All-Water Route—Men are to Be Allowed on Good Behaviour.

Miss Caroline Westcott Rodney, who is well known in Victoria, and who is women's club promoter of Chicago, has now set her mind upon leading a party of 150 or 200 Chicago women into the treasure fields of the Yukon.

That her colony will not be an entirely unknown quantity in the Klondike, she has no doubt, as she is now negotiating with the C. P. & S. to rates, etc. Her plan is to wait a bit and travel in comfort by way of the St. Michael's route.

It is anticipated that each of the women's party will take at least one ton of provisions.

ADMIRALTY CHARTS INACCURATE.

Dr. Newcombe and Capt. Walbran pronounce the Early Navigators More Reliable Than Recent Surveys.

At last night's meeting of the Natural History Society there was a large attendance, the principal feature of the proceedings being an address by Dr. Newcombe on the results of his exploration last summer of the West Coast of Queen Charlotte island in so far as the topography is concerned.

FREE TO LADIES.

We will give one lady in each town or village a full sized case of LUXURA, the only Toilet article in the world that will develop the hair at a part per cent. Write to J. G. M. WIGGLES, 112 West 4th Street, New York.