## S.S.DANUBE RETURNS

The Attempt to Seize Her at Skagway by a United States Official.

Mews of the Miners Now on Their Way In-Victorians Camped on the Trail.

Three Discouraged Seattle Men Return from the Northern Camps.

From Wednesday's Daily.

The steamer Danube returned from Dyea and Skagway Bay yesterday about midnight, calling at the canneries and the different northern British Columbia way ports on her way down. She brought down on her return a cargo of salmon from the Skeena river canneries and 4,500 cases of empty tins for the Fraser river canneries. The salmon cargo was as follows. British American Packing Company, 1,140 cases; Cunningham, 750 cases; Standard, 4,009 cases; and Lowe Inlet 1,540 cases. Her downward passengers were for the most part returning fishermen and a few disappointed treasure seekers who were returning from Skagway Bay. The returning Argonauts were three young men from the Sound, R. Smith, H. Hudson and J. Jamieson, who when they went took up no horses, and seeing what was before them, their hearts sank into their boots and they sold their outfits and came back.. Many others, they say, will soon follow their example, for the auctioning of outfits is a daily occurrence at the camp. They went over to the Sound on the City of Seattle this towing a large barge loaded with hay morning on their way home. The Dan- and horses with a large number of tents ube on her up trip called at the northern way ports, thus making the trip somewhat lengthy, but fine weather was met with and everybody arrived in good spirits. The horses and freight were all unloaded in good order, the passengers aiding the crew in the work.

Captain Meyers says that a great village is established at Skagway, the landing place for those going in by way of White pass. The pass is not yet in shape for pack horses, Captain Meyers says, so that those who went up on the Danube are as far advanced as those who went up on previous steamers. Four hundred men were hard at work on the trail, getting it in shape, and soon after the arrival of the Danube a large number of her passengers joined the workers. The wharf at Skagway has as yet not been completed, but M. Grant, who is well known as a builder of wharves in Victoria, is now busily engaged with a force of men completing it. In appreciation of the kindness of Captain Meyers the following letter of thanks was presented to him by the

passengers: Steamer Danube, Aug. 8th, 1897. Dear Captain Meyers: As we are nearing the end of one of the most pleasant trips that could possibly be had, we feel that we cannot leave the ship without expressing our gratitude for the kind ness you have shown as and the treatment we have received from every one of your officers, and although our trip The Provincial Sanitary Officials More has not been the fastest on record, we can safely say that no such long list of passengers has ever travelled from Victoria to Alaska with such little cause for complaint. A universal feeling of satisfaction has continually pervaded the whole ship from beginning to end. continued success in the future. Sign-

ed on behalf of the passengers.

W. A. RICHARDSON, M.D., Chairman of Arrangements. While the Danube was at Skagway, about twenty-four hours after her arrival, busily engaged in unloading cargo, the steamer Rustler, a small steamer from Juneau, arrived and drew alongside. A man named Jones, who produced papers as a deputy collector for Alaska, then boarded the steamer and ordered Captain Mevers to desist untake it to Juneau, the port he had cleared for. Needless to say, Captain Meyers, who already had a United States customs official on board, who had come up with him from Mary Island, refused to do so and continued to discharge the horses and other freight at Skagway. Inspector Smith, the customs official from Mary Island, sanctioning this coarse, he not recognizing the man

When Capt. Meyers persisted in discharging his cargo at Skagway—he alleging that he was perfectly entitled do so, as it was within the precincts of Dyea-this man Jones ordered Captain Meyers to go back to Juneau, a run of 10 hours, and give up his permit. Captain Meyers, with a little smile, told the man who claimed such high powers that he would do nothing of the kind, and then with an air of bigness about him, the man Jones ordered United States Inspector Smith to seize the Dan ube. Inspector Smith, however, wasn't taking any chances, and he invited the other customs official-or man claiming rank as a customs official-to go some where else-and it was not to Juneau.

The passengers soon after this trouble -which everyone on the steamer considered a farce of the worst kind-presented Captain Meyers with another testimonial, which read as follows: Skagway Bay

Aug. 9, 1897. To Capt. Meyers, S.S. Danube: We, the undersigned passengers per steamship Danube and miners, take this thority of Wm. Smith, customs officer at Mary's Island; and in spite of strenuous way, by which course much valuable time and considerable expense has been saved to the miners proceeding to the

Engineer James Lauderdale went while the Danube was at Skagway and took a walk for five or six hours up the trail. About 11 miles up The Steamer Bristol to Sail for there was a river, and at this point many miners were busily engaged building a bridge. Some, however, had got their pack trains across and had reached the foot of the summit, about fou miles from the beach. Here he found a party of Victorians encamped. They were T. Kingsley, N. Norman, S. John-son and H. Harrap. They were all well and getting along as well as might be

For about three quarters of a mile from the foot of the summit the ascent is very hard and the limit of a pack for horses-and good horses at that-is 150 pounds, and horses will not last long with that weight. Another party of Victorians were met about 13 miles up towards the summit. This was the party consisting of Charles Bush, Pettigrew, Behnsen, Byrnes, M. J. Conlin, etc., who went up on the Islander. At the summit there were many tents and quite a number of people were encamped there. There were two saloons, a restaurant, where a good meal could be had for 50 cents, and many gaming tents, where at Comox, the larger steamer not havfaro and poker were in full blast, there being many hundreds of dollars on the A large tent was crowded with miners, who were dancing together to the strains of an old fiddle, making the way for the sea trip, will be convoyed air ring with the sound of their merri-

The weather has been very fine there of late, although it rained for a considerable time before the fine weather set in. Horses are very much in demand at Skagway and bring very high prices. In some cases as much as \$500 has been paid for a horse. The officers of the Danube all advise those going up to be

sure and take up horses with them, Quite a flect of steamers were passed by the Danube on her way down. At Mary Island on August 12 were the steamers George E. Starr and Rapid Transit; at Works Island she spoke the steamer North Pacific, and saw a tug on the hay, also a steamer towing a large schooner. All were too far away to make out the names. On the same day, Aug. 15th, she also passed the steamers Rosalie, City of Topeka, Utopia and Edith in Queen Charlotte Sound, and on the day following passed the Bristol near Alert Bay, with the Islander close behind. All vessels were heavily laden with Clondyke bound miners, . horses and freight.

The Danube will sail again for Skagway Bay on Friday evening, calling at the Northern way ports en route. She has already booked a large number of passengers and many horses

It is understood that the board of trade will take up the matter of the attempted seizure of the st amer Danube, and a protest will, no doubt, be lodged with the United States government as to the action of the man claiming to be their

Miners Will Fight for the Act Prohibiting Employment of Chinese Underground.

Active in Kootenay Than in Wellington.

Nanaimo, Aug. 17.-The miners' union and you can rest assured that you have have engaged counsel to represent them the thanks as well as the best wishes before the supreme court of Canada in of every passenger on board for your the appeal of the Union Colliery Company re the decision of the full court as to the constitutionality of the act prohibiting the employment of Chinese underground. As the act, on a technicality, has been declared inoperative, it can hardly be necessary to appeal until the coal mines regulation act is amended to make its provisions apply. It was stated in the Colonist some time since that it was the intention to appeal from the decision of Mr. Justice Drake quashloading his cargo at Skagway Bay and ing the conviction of Superintendent Little, of Union, for employing Chinese underground, but so far nothing has been done. The actions of the government are being closely watched in their conduct of the administration of justice

Word from Fort Steele is to the effect that Dr. Duncan and Inspector of Nuisances Wolley are making a sanitary inspection of Fort Steele. People her remark that the inspector is very active in the enforcement of the rules of the board of health in Kootenay, but he has done nothing in regard to compelling any amendment to the terrible state of affairs at Wellington and Northfield, as contained in his report on their condition last winter. The administration of justice and the enforcement of the provisions of the board of health are, as I said before, closely watched by the community, and will be discussed during the next local campaign with terrible effect against the government.

Dr. Walkem, M.P.P., has been and is still confined to his bed from injury to his foot last Saturday on returning from Victoria.

The air is filled with smoke from fires on the Mainland. The performance by the juvenile opera company in the opera house last night was poorly attended. The proceeds were for the benefit of the hospital.

LETTER FROM THE RECTOR OF

THE HIGH SCHOOL. "Dear Doctor Ievers,-I should like to add another testimonial to the number you have already received in favor of oppertunity of expressing our sense of the able manner in which you piloted the steamship Danube to her destination in the far north, and herewith beg also to thank you most warmly for the manner in which you have had our supplies and freight landed at Skagway on the auphority of Wm. Smith, customs officer at every success with your valuable discontinuous control of the steamship Danube to her destination in the far north, and herewith beg also to the far north, and herewith the far north, and every success with your valuable dis-Mary's Island; and in spite of strenuous covery, I remain. yours very truly.

obstacles sought to be placed in your Signed. T. Ainslie Young, Rector High School, Quebec." December, 1896.

That Port on Wednesday Next From Comox.

She Will Convoy the Eugene Up and That Steamer Will Run on the Yukon.

From Wednesday's Daily.

Mr. F. C. Davidge has just returned from the Sound, where he has been making arrangements for the trip of the Bristol and Eugene to St. Michaels, The latter steamer is going right through at once to Dawson City. The Eugene is a Portland river steamer, and draws when loaded but 21 feet of water. She is 150 feet long and can accommodate 300 passengers. She has already left Portland and is to connect with the Bristol

ing time to return to Victoria. The Eugene, which has been braced with extra braces and made ready in every other to St. Michaels by the Bristol, which will run alongside and render such assistance to the smaller vessel as is found necessary. The fare for the trip through to Dawson City, which allows each passenger % ton measurement of freight, is \$300, and although the sale of tickets only opened this morning, already a large number have been sold both at Victoria, Seattle and Portland. The passengers for the Bristol will be taken up on the City of Nanaimo or one of the local steamers, and as soon as the Bristol arrives down they will be placed on that vessel and her head shaped northwards again. On reaching St. Michaels the passengers and freight will be placed on the river steamer Eugene, and she will at once commence her run on the Yukon up to Dawson On reaching Dawson City she will be anchored there and turned into a hotel for the winter. The sailing date from Victoria will be about Tuesday next, August 24th, as the Bristol is expected to be ready to leave Comox on August 24th. The Eugene is considered to be a first-class boat for the Yukon and she will lose no time landing her passengers at Dawson City Concerning the trip of the Eugene the

Portland Oregonian says: "The officers of the Portland & Alaska Company, who own the Eugene, have made careful inquiry concerning the closing of navigation on the Yukon, and can safely insure the trip being made be fore the appearance of ice on the river In fact, those who are well informed regarding the river state that navigaion can safely be depended upon until late in September, cr. more probably, until October 1st. The advantage of the Yukon trip offered by the Portland Alaska Company is that the gold fields can be speedily reached this summer, and plenty of time given to pre pare for the rigors of an Arctic winter. and then be ready to engage in prospectthose who have chosen the overland route will not be able to reach Dawson City until next spring, as the mountain paper, which will be of especial cannot expect to start before next March, and possibly April."

YUKON ADMINISTRATOR

Will Sail From Victoria on the Steamer Quadra.

Mounted Police in the Yukon, as well as boats run to Telegraph creek, fifteen administrator.

DOING GOOD WORK. Lots of Letters Asking Citizens' Com mittee for Information.

Secretary Elworthy of the the place at which to purchase supplies, not only for the mines of the British pamphlet will be a four-page one, one, page being devoted to the most competcontain information and illustrations. thousand of these will be distributed throughout the world.

of considerable benefit to the city. At a meeting yesterday some 40 letters were brought them back in the fall. The only read, most of them written on behalf of way to reach the interior from the coast parties who intend going to the mines. is by the river, either by steamboats or

the United States. One writer, Mr. W. Godfrey Kelly, M.E., of San Francisco, wanted to know if he would be allowed to operate dredges in the Clondyke and other streams.

Business men, who subscribed to the fund are taking advantage of these letters. They write personal letters to the writers advertising their particular places of business.

THE COLLISTER INQUIRY.

Many Witnesses Give Evidence in Favor of Capt. Collister.

The investigation into the charges made against Capt. Collister was continued at Capt. Gaudin's office yesterday afternoon, when several witnesses were examined, who gave evidence in favor of the hull inspector.

The first witness examined was Mr Robert Ward, of Robert Ward & Co. He said that his firm had on many occasions employed Mr. Collister as a surveyor for the marine underwriters, to supervise the repairs to vessels in which his firm was interested. He had always proven himself a faithful and honest man, and in many instances had prevented bribery in the procuring of contracts. Mr. Collister was always down on such practises. He had simply inspected the ressels for Messrs. Ward & Co., and had never at any time anything to do with the contracts for the work. This witness did not think that Capt. Collister's position as surveyor for the marine underwriters interfered with his position as inspector of hulls for the Dominion government, nor did the appointments con-

ell, Mr. Ward declined to give the names of the people connected with the corruption in securing contracts. Capt. Col lister, he said, had nothing to do with the discharge of men employed on contract work, but if inferior work was being done it was his duty to report it. Mr. Ward never had any experience with Mr. Collister in his capacity as Domin ion hull inspector Captain J. G. Cox and Richard Hall

in their evidence spoke highly in favor of Capt. Collister. Mr. R. Seabrook, vice-president of the firm of R. P. Rithet & Co., said that he had never known Capt, Collister to use his authority to harass the workmen. He had inspected a number of vessels in his capacity as surveyor for the underwrit-

ers for Mr. Seabrook's firm. The inquiry was then adjourned, pending the arrival of Mr. Darling of the Union Steamship Company, who is one of the principal witnesses.

Capt. W. P. Gray Writes an Interesting Letter-He Has Made the Trip

What He Knows About the Stream Now Attracting Attention of North-Bound Prospectors.

Captain W. P. Gray has written that ing and working. The great majority of following letter regarding the Stickeen like so much snow. We reached Wrangroute to the Clondyke to an Oregon passes are now practically blocked up, at this time. The captain says that some months, eating the provisions intended imagine a steamboat in such a position quarters to the tops of trees ashore, as illustrations. The captain writes:

depth of hull, 51/2 feet; draft when light, Walsh will be commander-in-chief of the middle stage. In higher water steam- of bells to the engineer, I believe.

miles above Glenora Landing. The current in the river is very strong. averaging nearly eight miles an hour, mining camps. Any light-draft steam-There are several bad rapids, the worst of which are Grand Rapids and the Puget Sound to Wrangel by watching Devil's Elbow. The water is thick with | chances to cross Queen Charlotte Sound, mud, and in places it is white from the Millbank Found and sround Cape Fox morain of glaciers. At Hudson Bay bar zens' Advertising Committee, has the river bed is wide and the channel suggested a pamphlet, which should concontinually changing. During the seavince thousands of men that Victoria is son I never crossed this bar twice in powerful light-draft boats would have no the same place. On the trip up the trouble in taking them to Wrangel if channel might be in the middle or on they wished to put them on the Stickeen Yukon, but for Cassiar, the Skeena, one side, and one the down trip a mile river. The Beaver was built in Port Cariboo, and in fact the whole of the away, and where I had gone up be dry land by the W. T. & L. Company. She northern and interior countries. The sand and gravel. There are about thirty | ran on the upper Willamette for several miles of this kind of river, but the bar

ent map yet issued, showing all of British Columbia, the British Yukon country and Alaska. The other pages will on October 2nd it was still cold, with ice forming and the river falling fast. making it attractive enough to be kept. I went down below Grand Rapids, a dis-It is probable that from ten to twenty tance of twenty-five miles, and waited for the pack trains to come back from the Cassiar mines. There was no feed The advertising already done has been in that country then, and the packers In every case the desired information has been furnished. This morning another dozen letters came, many of them from Grand canyon the country opens out, the mountains are lower, timber sparse and of the brush species, and roads are easily built.

October 5th the packers had made a trail down to where we lay, the mules arrived and we started on down the riv-It was full of sharp, thin ice, but the current kept it moving, and we reached the Grand canyon and warmer weather that night.

From the canyon down we had a great real of trouble on account of low water. We found several bars where there was less than two feet of water. I would run the boat into the deepest channel, jump the mules overboard, run a line down to a tree or rock and pull her over with the capstan.

About the third place we struck the strain was so great we broke the capand the state of t to cure Burns, Bruises, Scalds, Cuts. Sores, Boils, Sprains, Strains, etc. The many well known people, of

Searching for That Map

any manusara and a second and a



OF KLONDYKE

Colonist or Province. We leave it to you, We can MAP out a ROUTE to economy, By taking our trail you save money. packing over rugged mountains; no shoot-ing dangerous rapids; all clear sailing and

high standing in the community, who

have spoken and written of the merits

of Quickcure, show that it is an honest

remedy of great efficacy.

Flour advanced another 20c. a hhl

German Kronprintz Beer, 3 for 25c. Cherries for Pickling.

DIXI H. ROSS & CO.

We had plenty of blocks and tackle aboard, so rove off luff and luff, got the boat over, and worked on down until we were in sight of Muir glacier, where we struck a bar with only sixteen inches of water in the deepest part. Over went the mules and waded ashore without getting their bodies wet. The boat was drawing twenty-six inches. The nearest tree down the river was just the length of a coil of rope. We fastened a snatch-block to the tree, run two coils of rope down the rove, one through the block, fastened the other end to the bitts, the other coil as a fall, and put fine luffs on falls, but could not budge We had Indians for crew, and got them overboard with shovels to dig a channel through the gravel. They would work fifteen minutes, or until the ice cut through their pants and skin, for a drink of brandy, but money was no

The Indians soon got drunk and gave out, but the gravel bar didn't. We tried hitching mules on each quarter to slew her, but pack mules are not very good pullers. We worked six days, and were down to eating beans straight, without bacon or meat of any kind, boiled barley molasses, when a slight shower raised the river about six inches, and the bar we were on seemed to melt away el October 14th, having brought down 114 mules, apparatus, etc.

A steamboat on the Stickeen river should be light in draft, but have plenty and instead of reaching their destination of the rapids are rough, and in places of power. Grand Rapids is very difficult as antiipated, they will be compelled to the scenery is beautiful and grand beof power. Grand Rapids is very difficult emain at Dyea during the winter youd description, but that one can hardly rises. The Grand canyon is bad in high water only. Our usual running time was for use in the gold fields, for which they as to require a line from both bows and from thirty-six to forty-two hours up, and from eight to twelve hours down. depicted in several published newspaper The river is not particularly dangerous for a competent swift-water pilot, but In 1877 I took the stern-wheel steamer ameturs had better let it alone. In Beaver—length, 125 feet; beam, 26 feet; 1875 the steamer Glenora missed the channel and touched a bar coming down. 26 inches-from Seattle to Fort Wrangel, In three hours the channel had changed and run her on the Stickeen river dur- and there was not a bucketful of water Major Walsh, administrator of the ing that season. We left Wrangel on within 300 yards of her. A fortunate Yukon district, leaves Victoria by the the first trip April 26th, met some ice rise in the river shifted the channel, and government steamer Quadra on Sept. 20. at Bucks, just above Muir glacier, but she floated off, with no damage and only Registrar Aylmer and Justice McGuire and others accompany him. They go by the Quadra to Dyea. By that time all the Quadra to Dyea. By that time all ing, 150 miles from Wrangel. This is her aground, but in the spring of 1878 the rivers will be frozen and they will the head of navigation, except for about she was wrecked on the first trip down reach their destination by dog train. two months, when the river is about a the river, through a misunderstanding

From all obtainable information I be lieve the Stickeen river the most feasible route to the Clondyke or other Yukon boat can make the inland passage from or Dixon entrance. I do not mean that light-draft boats can ply between Puget Sound and Wrangel, but parties owning years. She was sold in 1876, taken around to Puget Sound, up to Wrangel and run on the Stickeen river that see Glenora registered 2 degrees below zero. Son, and brought back to Victoria to On October 2nd it was still cold, with winter. April 4th, 1877, Mr. Frank T. Dodge, superintendent of the W. T. & L. Company, for which I was work ing, selected me for the owners, and sent me over to take charge of her. I took her from Victoria to Seattle for an American inspection, back to Victoria, PRELIMINARY NOTICE. up to Wrangel, etc. During the summe I had my crew cut timber and build ways, and after my last trip hauled her out at Wrangel for the winter. There is plenty of timber for fuel on the river mostly hemlock and spruce, but from Grand Rapids up there are only occasional groves of small black pine on the foothills and a few groves of birch and

aspen on the river bottom. So much for the water part of the route. As for the overland part, all retively open, and roads are easily constructed courses." between navigable

Great enthusiasm is manifested by many persons whose hair has been re-stored to its natural color by using Hall's Hair Renewer, a preparation of unsur-passed merit.

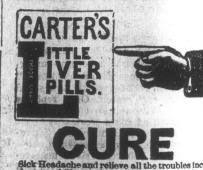
"How did your husband like the custard pie you made for him, Mrs. Young-"Sat down on it, the horrid thing."

OFF FOR JAPAN.

Mrs. Large is Returning for Missionary Work Among the Japs.

A Toronto dispatch of the 10th reads: "Mrs. James Gooderham has resigned her position as president of the Methodist Woman's Missionary Society. Her action is the outcome of one of the most interesting episodes on record in Canadian missionary history. A few years ago a misunderstanding existed between the chief agents in Japan of the general board and the Woman's Society. It was met by the withdrawal from Japan of Mrs. Large, the lady superintendent, together with the then male missionary superintendent and one assistant. The return to Japan of Mrs. Large was, after a time, petitioned for by the lady missionaries residing in Japan, and consent for her return was asked for twice by the Woman's Society in Canada from the general mission board, but the request was refused on each occasion. Now Mrs. Gooderham has met the situation by resigning, and with Mrs. Large has left for Japan to take up missionary work there. Mrs. Carman succeeds her as president of the Woman's Missionary Society.'

Will some student of political progression tell us how long it will take at the present rate for Canada and the United States to reach a condition of non-intercourse.-Montreal Star.



ache they would be almost priceless to these who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do with an there. But after all sick head

the bane of so many lives that here is where an mr ke our great boast. Our pills ours it while others do not.

CARTER'S LITTLE I LYER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentie action please all who use them. In viais at 25 cents, are for \$1. Sold everywhere, or set by mall CARTER MEDICINE CO. New York.

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A LARGE

and city properties) and Boats, Nets, about
Two Acres of Barley, Buggy, Horse and
Harness, Stage Coach and Misscellaneous
Articles will take place in the Opera
House and at the Public Wharf in

STEVESTON.

On Saturday, 28th August, 1897 Full particulars in bills and future advertisements. Parties having similar subjects for sale or surplus farm stock are asked to communicate with the subscriber

ALEX. PHILIP, Auctioneer. Steveston, Aug. 6, 1897. aug@-1w-d&w

THE U. S. TRA

British Empire the B tomer-Canada a Lai Buyer.

Suggestive Statistics-A Tra May Suffer from Too Mu Dingleyism.

Washington, Aug. 6 .- The sheets of the summary of experiments as reported by the bustaristics of the treasury dep ding with June, completing year, show that our exports ceeded those of any former ye that the exports of manufactur have been \$276,357,861, an incre the previous phenomenal year

An examination of some of th also shows that Great Britain colonies continue to be our tomers, that Europe buys eight-toall we have to sell, and that Sou which has been cultiva trade, shows an incapacity or ance to buy of the United St

GREAT INCREASE TO ENG The total exports of merchand mestic and foreign, was \$1,050, or \$168,381,315 more than in t 1895-93. Of this increase the Kingdom took \$77,513,315 more the former year; British North increased its demands \$4,947,99 British Australasia bought \$4, The total increase from these buyers was about eighty-seven dollars, or more than half the en crease of the year. There was gregate loss of exports to South A of \$2,529,178, the losses being in ports to Bolivia, Brazil, Chile Guianas, Peru, Uruguay and Ven There was a slight increase of

Argentina and Ecuador. Asia indicates a willingness hetter purchaser of American goo increase of exports to all Asia bein \$25,630,029 in 1895-96, to \$39,2 in 1896 97, or an increase of \$1 726 China increased her purchas 002,500; Japan's increase was \$ 655, and Hongkong's increase was one million three hundred thousan lars. Although we lost in South ca, we gained in Asia and in Afric notably in Oceanica.

INCREASE OF EXPORTS TO Notwithstanding the internal d ances in Cuba, that island took i more books and other printed than it did in 1896. In the former it took from us \$19,595, while in 1 took \$221,251. Cuba bought me printed matter from us during year than did Germany, Mexi-Brazil. Cuba was also a good cus for our corn, having taken \$247 more than three times as much 1896, and more than twice as mu all South America in the same Cuba also increased her purchas coal and of cotton goods, while cou not disturbed by war, such as M Central America, Porto Rico, Brazi gentina and other South American tries show declines. Although there oss of exports to Cuba of bu hardware and sewing machines, an considerable loss of about two hu and forty thousand dollars of othe chinery, there was an increased l of salted bref and salted pork t value of \$187,927, and an increase ports of tobacco of \$79,981. The ex to Cuba were \$728,896 more than preceding year.

DEVELOPMENT OF BICYC TRADE. The development of the trade cycles is illustrated very graphical the reports of exports for the two In 1896 the entire exportation of and parts thereof was but \$1,898,01 the year ending June 30, 1897, i \$7.005.323. The details of this are so interesting that the analys the exportations by countries is give

TWELVE MONTHS ENDING JUI Cycles, and parts of: Values. United Kingdom .. . \$613,292 145,892 Germany ... ... 214,697 British North Am. ... 24,278 7,929 Santo Domingo ..... Other West Indles and \*266 

China .... British Australasia ... East Indies, British... Other Asia & Oceanica 59.834 Africa ... ..... Other countries ... .. Total .... \$1,898,012 \$7,00

23,012

4,669

84,610

THE DOMINION A BUYER. The new tariff is supposed to be rected with great force against Br North America. In the light of the ONE HONEST MAN.

To the Publisher:

Please inform your readers that if written te co dentially I will mail in a sealed envelope the pursued by which I was permanently restored health and manly strength after years of suffernervous weakness, lost vigor, unnatural dischar and lack of development.

I have no scheme to extort money from any of I was robbed and swindled by the quacks untnearly lost faith in mankind, but thank Heaves am now well, vigorous and strong, and anxious make this certain means of cure known to all.

Unsolicited indorsements from my grateful frie who have been cured through my Free Advice:

Mr. Mulford: "I saw your notice in the pasome time ago and wrote you about my case. A following your advice which you so kindly gave! I am very gladto say that I am now perfectly cur wish to thank you a thousand times for y kindness."

ness."

Heaven grant you a long and prosperous life is of a cured friend."

judge of my surprise to receive a kind is mulable advise, absolutely free."

is the first advertisement. I have answell to task me to call at the Express Office or medicines that I had not ordered."

sum happy to say that you are truly an Ho and deserve the endorsement of both Pones.

P.O. BOX 59-ST. HENRI, QUE.