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## NEWS OF THE INTERIOR

**The Old Island Mountain Quartz Mine at Cariboo to be Re-opened Soon.**

**Mining Booming in and Around Rossland—War Eagle's Big Assay.**

### Inland Sentinel.

A streak of rich ore has been struck in the Cariboo, assaying 4,000 ounces silver to the ton. This claim is on the south fork of the Lardeau, on Gainer creek, and is owned by the Johnston and Campbell party. The rich streak of ore is eight inches wide and will average 200 ounces of silver. The owners have five tons of ore on the dump, and intend shipping a carload, having already arranged for their ore sacks and transportation.

An assay made from a picked sample of ore from the Little Daisy realised \$4,725 in gold.

The owners of the Silver Boy and Humboldt mines on Crawford creek have been offered \$40,000 for a bond on the properties. The property assays 70 oz. in silver and 50 per cent. lead.

The High Ore Gold Mining and Smelting Company has been incorporated, with headquarters at Spokane, with a capital of \$500,000. The object is to own, control and maintain mining properties in the United States and West Kootenay.

The Horseshoe Gold Mining Company, which owns the Harper hydraulic claim in the Cariboo district, is sending up an equipment of steel pipe and other machinery. Among the latter is a hydraulic gravel elevator.

It is reported that the Texada Gold and Silver Mining Company has bonded three of its claims for \$14,000. A third of this sum is to be paid down before any operations are begun. The company's claims are situated on Texada island.

Advices have been received that a washup took place recently at the Cariboo hydraulic mine, the principal owners of which are Montreal and Vancouver capitalists. The mine was worked for 172 hours. The water used was 1,750 miners' inches, and the net result 66 lbs. 3 ozs. of gold dust, the value of which is about \$14,000. The washup at the Horseshoe mine will not take place for some weeks yet.

The Island Mountain Quartz mine in Cariboo is likely to be worked again this season. The property has been untouched for some years, it having been found that the ore was too refractory for treatment by a free milling process after a very large sum of money had been expended in building a mill. Now, however, it is believed that the ore can be successfully treated by the McArthur Forest process and save nearly all the gold.

The St. Elmo Gold Mining Company has taken out articles of incorporation in Spokane, with a capital stock of \$1,000,000. The mine is located on Red Mountain, in the Trail creek camp, adjoining the Mountain View claim, and has one of the largest veins in the camp running through its entire length.

Rossland Miner.  
At the end of May the south belt of Trail creek was absolutely unknown except to the prospectors who had claims located there. Yesterday the Crown Point, Hidden Treasure and White Swan were bonded to A. E. Humphreys, of Duluth, and partners, for the sum of \$75,000, of which 5 per cent. was paid down in cash.

The ore shipments for June justify expectations. Had the ferry at Northport not broken down there can be no doubt that they would have exceeded three thousand tons and been over \$50,000 in value. The total output of the Slokan country during the winter of 94-95 was not more than double that of Trail creek for the month of June, 1895. And the Slokan ore, while much richer than the Trail creek ore, costs less to mine and ship. The Slokan supports the towns of Kaslo, Three Forks, New Denver, Silverton and Nakusp. Trail creek supports Rossland. The inevitable conclusion is that Rossland is a good town.

A specimen of War Eagle ore gave an assay return of \$1400 to the ton in gold. It was from a streak of ore about a foot wide which runs through the main ore body, and which, though it does not average \$1400 or anything like it, is nevertheless much higher grade than the common run of the shipping ore.

### CINNABAR MINING.

Vancouver Syndicate at Work on the Ledges Near Savona's.

In the "Statistic News-Advertiser" of May 20th there was a brief reference to the purchase of the four cinnabar claims near Savona's by a syndicate composed principally of residents of Vancouver. As the negotiations for the sale had not then been fully completed we did not give as full details of the matter as we now feel justified in doing. The production of quicksilver is an important addition to the mineral industries of British Columbia and will doubtless have the result of directing still more attention to the large and varied mineral wealth of this province.

The claims in question are situated on the north side of the lake opposite the railway station at Savona's and are four in number. Through two of these claims the ledge can be traced from the ledge up the hill for a distance of more than 2,000 feet. A tunnel has been run in on the ledge for about 300 feet in

length. In this tunnel shafts have been sunk at distances far enough apart to prove the continuity of the ledge. On the two adjoining claims, to the right and left, shafts and pits have been sunk on several stringers which dip in towards the main ledge. By these means the character of the property has been ascertained.

Some time ago a bond was taken on the claims by the syndicate already mentioned and Mr. H. L. Lightner, of California, an expert on quicksilver mining of many years' experience, and of the highest standing, was engaged to examine and report on the property. After having made a thorough examination, Mr. Lightner reported that the property was the best prospect that he had ever seen and that there was enough ore in sight to justify the erection of a furnace and works for treating it. Upon this report the syndicate completed the purchase and has since engaged Mr. Lightner to superintend and manage the mine, and authorized him at once to make steps to put in the necessary plant. The plant has already been purchased in San Francisco and is now on the way to Vancouver. Mr. Lightner and a foreman of experience are expected here daily, and on their arrival they will at once proceed to the claims and erect the necessary buildings, etc.

It is expected that within six weeks from now everything will be in readiness to treat the ore, of which there is a large quantity on the dump. From thorough tests made of the ore, it has been proved that it can be sorted into two qualities, one from seven to 10 per cent. ore and the other from 20 to 25 per cent. It is the latter, the higher grade ore, which will be treated by the plant now being put on the property. This plant will have a capacity of two tons per day, giving a return of four flasks of quicksilver per ton or eight flasks per day. A force of men will be put to work immediately to get out the ore, and when a sufficient quantity of the lower grade ore, seven to ten per cent. ore is obtained, it is probable that furnaces will be erected to treat it on a large scale.

There can scarcely be a limit put to the possible production of such a mine, while the commercial position of the market for quicksilver is such that it would appear almost an exaggeration to state what the ultimate result of the opening up of this cinnabar property may be. The enterprise will also scarcely fail to have an influence and value on the mineral interests of British Columbia beyond and entirely distinct from its own intrinsic value or the production of the metal, since it will call outside attention to the great variety of the minerals found in this province, which, perhaps, is not surpassed in that respect by any other mineral region in the world.

### GRACIOUSLY RECEIVED.

The Railway Delegates Introduced to the Queen at Windsor Castle.

London, July 8.—The delegates to the International Railway Congress visited Windsor Castle on Saturday. The weather was splendid and the delegates were enabled not only to view the state apartments but were admitted to the private gardens, where the band of the Guards was specially stationed for the occasion. The Queen and the Prince of Wales drove to the gardens at 5:15 p.m., when the presidents of the section were introduced to the Prince of Wales by Sir Andrew Fairbanks, president of the International Railway Congress and director of the Great Northern Railway. Afterwards the Prince of Wales presented the presidents, including Mr. Henry S. Haines, president of the American Railway Association and vice-president of the plant system, to the Queen. Most of the American delegates were enthusiastic at the manner in which they were received by the Queen and the Prince of Wales. They say they will never forget the gracious manners of both.

### EXPLORERS RETURN.

Part of the Bell Party Return to Victoria on Saturday.

Six of the party of eight who left here a short time ago to make a survey of lands along the proposed route of the British Pacific railway have returned to Victoria. Mr. Bell, who was in charge of the party, thought it advisable to discontinue further attempts to follow the route originally mapped out, viz., from Frederick arm through to Chilcotin, and went six miles back. He, with another man, is following the old route from Bute inlet, and Mr. Devereux and one man are going through from Knigass inlet. They will meet Mr. Frye, who went into the Chilcotin country via Ashcroft. One of the party who returned says he does not think there is a pass through from Frederick's arm into the interior through a very rough country, encountering land slides almost every day. Frightful weather was experienced throughout the whole trip, and the little party at times suffered greatly from the cold and wet. It is stated that it is Mr. Bell's intention to resume his search for the best route for a road into the Chilcotin country from the coast after he returns to Victoria and reorganizes his party. He is expected back in about three weeks. Mr. Devereux, who has charge of one of the sub-parties, is said by those who returned to be a promising and successful explorer. He has a way of getting through places that seem to be impassable.

The party came down to Vancouver by the Comox and crossed over on the Chatterer last evening. They heard from Vancouver that Mr. Frye's guide had been drowned.

### BRIEF LOCALS.

**Gleanings of City and Provincial News in a Condensed Form.**  
From Friday's Daily.

—The minister of the Interior has set apart a portion of section 7, township 27, range 21 west, south of Wapta river in Golden, for a public park.

—The Atlas Canning Company, of Vancouver, has been incorporated with a capital of \$25,000. The promoters are W. C. McKee, E. J. G. McDonald and G. W. and C. G. Hobson.

—The election in Oak Bay school district to select school trustees to fill the places of those illegally elected recently because a woman was among those chosen will take place on July 13.

—Edward C. Cargill, Robert Wood, Daniel Raby and J. W. Highwood, of Armstrong B. C., have formed the Wood-Cargill company, a milling and general trading concern. The capital stock is \$125,000.

—The lands and works department has invited tenders for the erection of a new school house for Oak Bay district. It will be a frame structure, will front on Powl Bay road, and tenders must be in by Wednesday night.

—Four new Spokane mining companies have been registered to carry on business in B. C. They are the Bonanza Creek Mining Co., with a capital of \$1,000,000; the Eureka Consolidated Mining Co., \$500,000; the West Le Roi and Josie Consolidated Mining Co., \$500,000; and the Robert E. Lee Co., \$500,000.

—A dispatch from Nakusp says the new steamer Nakusp was launched there on Wednesday. She was built by the Columbia and Kootenay Steam Navigation Company, to run on the Columbia between Northport, Wash., and Revelstoke, on the Canadian Pacific. The boat has three decks, is 171 ft. in length, of 390 tons burthen, and is said to be the finest stern-wheel steamer west of the Mississippi.

—The statement that William Deau had been elected school trustee in Gordon Head district was erroneous, as Isaac Somers was really declared elected and is recognized by the board. The vote stood Dean 9, and Somers 9, and the chairman, E. Wood, cast the deciding vote in favor of Somers. It is said that the defeated side will make a protest to the government, questioning the legality of the election. There was considerable feeling over the contest.

—Sewell Simms, the petty thief, got six months this morning for stealing a lot of tools from the carpenter shop of Arthur Parbury, 215 Government street. Magistrate Mierce could not have tried the case summarily had not the burglary charge been waived. The facts of the robbery and the selling of the tools by Simms were easily established and the case did not consume much time. The court in passing sentence of six months imprisonment added hard labor. Simms has spent a good portion of his time in the last few years doing time for theft and other petty crimes.

—The steamship Chittagong of the O. R. & N. Company's Oriental line sailed for Asiatic ports at 3 o'clock this afternoon. She carried away a very good cargo of freight, and the prospects of the new line look very encouraging. She had in all about 2300 tons of dead weight, made up largely of flour loaded at Portland and consigned to different Oriental points. The principal shipment made from Victoria was one of 45 tons of powder. The Chittagong arrived yesterday from Departure Bay, where she went and took fuel for the trip. The ship had several passengers in the steerage.

From Saturday's Daily.

—The lambs which were seized at Saanich by Customs Officer White were auctioned at Sidney yesterday noon. They sold for \$175 apiece. Collector Milne reports no new developments in the case, but says that the last has not been heard of the matter.

—The funeral of the late John W. Little, son of a prominent member of the local corps of the Salvation Army, took place yesterday afternoon at 2:30 from his late residence, Pembroke street. Ensign Edgecombe, of the Army, conducted the services and the funeral was in charge of Undertaker Hanna. The pallbearers were H. F. Switzer, Chas. McCarthy, Herbert Morrison, George Barber, Walter Barber and S. G. Harris.

—In the letter which was received from Dalton McCarthy a short time ago he informed the local Orange lodges that there was a remote possibility of an occasion arising necessitating his presence in England. He felt almost certain, he said, that he would be able to visit Victoria on July 12th. However the following dispatch from Toronto seems to indicate that the unexpected has happened. "Toronto, July 5.—Dalton McCarthy has finally decided to go to England, and left today for New York to sail on the Umbria, which leaves to-morrow."

—A dispatch from Vancouver says that Coroner Pittendrich has returned from Nicomen, where he has been investigating the death of Joseph Hunt, who committed suicide in a most deliberate manner on Monday last. After erecting a double-barrel shot gun, he drew the ramrod, sat down on a stool, leaning against and placing the muzzle of the gun against his forehead, and pressed the trigger back with the ramrod, discharging the gun. Deceased, who was a native of Nova Scotia, was about

67 years of age, and was well known to the "old timers" in Victoria.

## TEA SERVED IN TRAINLOADS

**Strathnevis Here With a Great Cargo—One Shipment of 350 Cars of Tea.**

**Vessel Was Chartered by the N.P. Line to Relieve Pressure of Freight.**

The big tramp steamship Strathnevis, under charter for a short time to the Northern Pacific steamship line, arrived here yesterday morning with the largest cargo of freight ever brought across the Pacific. She is an immense carrier, being designed entirely for that work, and with tea and general merchandise stuffed in every available corner her cargo totalled 6,500 tons measurement. The regular steamships of the line have been unable to handle even a respectable fraction of the freight offered them, and Dodwell, Carill & Co. have chartered several ships for special trips to relieve the pressure. The cargo of the Strathnevis consists largely of tea, and some idea of the extent of her cargo may be obtained when it is stated that for New York alone she has enough to fill 350 carloads. Three hundred and fifty cars will make ten good-sized trains. That shipment is to be discharged at Tacoma, and will be given special service over the Northern Pacific to New York. The Strathnevis left Hongkong on June 8, and arrived at Shanghai on June 8. She remained there until the 9th and was at Kobe on the 13th. She left Kobe on the 15th, and was at Yokohama on the 15th and on the 19th put to sea for Victoria. The trip across the ocean was an uneventful one. The weather was generally very good, except that up to the meridian head winds and fogs were encountered. The cape was sighted late Saturday night and the vessel came up the straits under a slow bell. She was sighted off the Race at 5 o'clock and at 6:30 was inside in charge of a pilot. The shipments for Victoria and San Francisco totalled 250 tons. The local freight was discharged speedily by the stevedores under the direction of Frank Yorke, and at 4 o'clock the vessel was on her way to the Sound in charge of Pilot Gator. It was desired to reach Port Townsend in good season for the quarantine examination.

The vessel did not bring any passengers either in cabin or steerage, as she has no accommodation for them. She is built purely as a freight carrier and economy as to space is carried out in every detail of her construction. Her officers and crew are comfortably housed. The Strathnevis is a new ship and her present cargo is about the sixth or seventh she has ever carried. She took her first cargo from England to Delagoa Bay and then made voyages to Java, Australia and China. She is 350 feet long, 29.2 deep and her width of beam is 40 feet. Her gross tonnage is 3,575, net 2,202, and she can carry 6,000 dead weight. She has triple expansion engines with three cylinders 24x40x66 and 65-inch stroke. The indicated horsepower is 2,000 and the vessel has a speed of from 10 to 12 knots. During her stay at the outer wharf she attracted a large crowd of sight-seers, and her carrying capacity excited wonderment.

The principal officers of the ship are: Capt. Pattie, Chief Officer; Dunlop, Chief Engineer; Rose and Purser; McDonald. The first three are now making their first trip into these waters, but Purser McDonald was here a few trips on the steamship Stith, formerly under charter to Dodwell, Carill & Co. The Strathnevis did not bring any special news from the Orient. She left Yokohama on June 19 and her advices were duplicated on the steamship Empress of China, which left two days later, as well as on the Rio de Janeiro, which left a day later. The Empress arrived several days and the Janeiro a couple of days in advance of her. The steamship Kakula, which is nearly as large a vessel as the Strathnevis, left Yokohama June 30 and will be here in about a week. She also has a big cargo of freight.

### A WEEK UNDER CANVAS.

Old-Fashioned Methodist Camp-Meeting to be Held at Sidney.

For the first time in the history of the church on Vancouver Island the Methodists will hold an old-fashioned camp-meeting. It will be continued during one week, and July 10th has been decided upon as the opening day. An excellent site has been selected at Sidney and every arrangement is being made to make the affair a success. The Victoria & Sidney R. R. company have prepared a special schedule for the week during which the meeting will be in progress. Four trains will be run every day, and a very low rate made—35 cents for round trip ticket good to return same day; 50 cents for round trip ticket good for any time during the week.

The affair is to be in charge of the chairman of the district and the services will be conducted by preachers from Victoria and other island points. The reproduction of an old-fashioned camp-meeting—just as it was in the early days—is the aim of the promoters, and there is no doubt but the affair will be very popular and attract many visitors from the city—a large central tent in which the services proper will be conducted, and smaller ones for the accommodation of those who may desire to "camp out" while the affair is in progress.

### A ROYAL SCAPEGRACE.

Prince Henry of Orleans Lost in the Wilds of Tibet.

Paris, July 5.—Very serious fears are entertained in the Royalist circles of France with regard to the safety of Prince Henry of Orleans, the scapegrace son of the Duke de Chartres, whose travelling companion died under such peculiar circumstances in the far Orient a few months ago that the official leaders of the monarchical party felt impelled to publish a statement to the effect that the prince was neither materially nor morally responsible for the Baron de Grandmaison's sudden death, and showing that they had been separated by a distance of several hundred miles when the tragic event took place.

It seems that when last heard of the Prince, abandoning his intention of returning direct to Europe to face the insinuations against him, to contest his father's application of the courts to legally declare him incapable of managing his own property and to challenge his cousin, the Duke of Orleans, to fight a duel for the active part which he had taken in the matter, had turned his steps in the direction of Tibet with the object of returning home through the mysterious country so renowned for the bitter hatred which prevails against foreigners among the people, and in particular among the fanatic clergy.

Tibet until now has been under the nominal suzerainty of the Emperor of China, and was compelled to consider his wishes so far as to send tribute to Peking. But any semblance of authority that might have been there has disappeared since the defeat of the Chinese, and there is no doubt that the people of Tibet feel that they can now massacre foreign travelers as they please without any danger of being called to account by the government at Peking.

Under the circumstances the trip of the Prince through the northern and least known portion of Tibet can only be regarded as an extremely perilous undertaking, all the more so since instead of being accompanied by an experienced explorer, such as M. Bonvalot, who was with him throughout his last Central Asian expedition, he has now no one with him but a couple of young fellows, whom nobody knows much about, and whom he picked up in Saigon or Cochinchina.

It would be strange if he were to find in the wilds of Asia a death similar to that of young Prince Louis Napoleon in the wilds of Africa. It would clear the situation that as a pretender he is far more dangerous than his cousin, the Duke of Orleans. They have the same fault with regard to getting into perpetual scrapes. But when as the Duke of Orleans does nothing to redress this fault, Prince Henry may be said to atone for his shortcomings by the courage and manly energy of which he has given evidence as an explorer. His financial extravagance contrasts strangely with the scrupulousness, not to say avarice, which is the distinguishing trait of the house of Orleans.

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