

**Especially For Women**  
**FRUIT-A-TIVES** are the finest medicine in the world for women.  
 As a mild and gentle laxative—as a positive and speedy cure for Constipation and Biliousness—as the only cure for weak and irritated kidneys and especially for “that pain in the back”—as a positive cure for headaches—and as a general tonic to build up and invigorate the whole system—**FRUIT-A-TIVES** stand supreme.

In cases of Irritated Ovaries, Ovarian Pains, Vaginal Catarrh, Excessive and Scanty Menstruation, Ulcerations, Bearing Down Pains—and all such troubles peculiar to women—

**Fruitatives**  
 OR “FRUIT LIVER TABLETS”

have the most remarkable effect. Ninety-nine cases out of a hundred of Female Troubles are due to neglect. Bowels become constipated—kidneys irregular—skin neglected—and the poisons of the body, which should be carried off by these important organs, are taken up by the blood carried to the female organs and poison them, thus starting up a train of female troubles.

**FRUIT-A-TIVES** are made from fruits and by their remarkable action on bowels, kidneys and skin, rid the system of poisons, purify the blood, and restore the delicate organs of generation to new vigor and health.

Newspaper, who suffers, should ever be without them. 50c. a box—6 for \$2.50, at your druggist's or sent postpaid by **FRUIT-A-TIVES LIMITED - OTTAWA.**

**CAME THROUGH THE NORTHWEST PASSAGE**

**Capt. Amundsen of the Gjoa Is Now on His Way South From Nome**  
**SCIENTIFIC WORK NEAR MAGNETIC POLE**

Thinks Whalers Are Safe—Nothing Learned of the Lost Andro  
 Nome, Alaska, Sept. 8.—Capt. Roald Amundsen of the Norwegian ship Gjoa, which arrived in Nome roadstead a week ago, after accomplishing the voyage through the Northwest passage, is now on his way south; he left Nome yesterday by the steamer Saratoga for Seattle. A delegation of business and professional men, including all the prominent Norwegians, went out in tugs for ten miles and escorted the captain and his ship to Nome. All Nome turned out to bid him honor. Capt. Amundsen and his crew were in the best of health, notwithstanding the arduous voyage just completed. He was not short of foodstuffs, as was reported.

Capt. Amundsen was interviewed before leaving Cape Nome yesterday. He said there is much that is interesting in my observations in the region of the magnetic pole. I see that you are anxious to hear about that, but it would take too long. I can tell you, however, that my observations will add considerably to scientific knowledge of the magnetic polar region. My observations, carried on for a period of two years, night and day, must set at rest much that is hypothetical about the magnetic pole. They will certainly fix its location with greater accuracy than has heretofore been possible.

Row made several observations, but not nearly enough for accuracy's sake. In the region of the magnetic pole the compass is practically of no use. The needle fluctuates and varies to an extraordinary extent, and the compass is practically out of commission.

At the Magnetic Pole  
 "Since we reached the northern part of Peel Sound, to the west end of Samson Strait, established an observation station along King William land in latitude 68 degrees 30 minutes north and 90 degrees west of Greenwich. I am sure that this is only ninety miles away from the true magnetic north pole. This ninety miles I traveled over frequently, taking observations all the time. These observations have been sent out to the scientific experts of the world and they will come in the exact location of the real magnetic pole from these notes.

"We met with native tribes all the way there, from east to west. Some of these tribes had never seen a white man and had only the faintest traditions there were such beings on earth. They were kindly and peaceable, occupied chiefly with hunting and fishing, living like all these northern tribes, chiefly on oil, fish and blubber.  
 "This season we barely got through in time. A strong southeasterly wind, however, opened up a passage for us and for the whalers that were impeded by the ice. Two of them, at least, got out, and I think the rest were in a fair way to get through also."

Personality of Explorer  
 Capt. Amundsen is 33 years of age. He is moderate and quiet in his manner and relates his experiences without the smallest exhibition of pride. He is extremely tactful and courteous and a bluntness of quiet humor. Capt. Amundsen was trained in ice explorations when on the Belgica expedition to the south pole region as first officer. One of the most pleasant features of his voyage has been the fact that there have been no quarrels or disputes. It is well known that Arctic voyagers have frequently fallen out with each other, and that even death has resulted from these differences. Long confinement on ship-board and isolation from humanity make a monotony that is hard to bear and an inclination often arises to be quarrelsome. There has been none of this with Capt. Amundsen's men. One of the crew died at Churchill Island and was buried there. Nothing was learned of Explorer

Andro, who went out for the Arctic in 1887, when he was 27 years of age. The most persistent inquiry among the natives all along the route failed to discover a trace of the missing explorer. It is beyond all doubt, Captain Amundsen says, that Andro is dead.

**LONDON FOOTBALLERS ARRIVE**  
 And Will Meet Some of the Best Association Teams.

New York, Sept. 6.—The Corinthian association football eleven of London arrived in New York last evening. The team, which has just completed a tour of Canada and the United States will play two matches on the grounds of the Staten Island Cricket club at Livingston. The first game will be played today, the opposing team being most selected from the best university players in America and England representing Harvard, Yale, Princeton, Pennsylvania and Cambridge. The second contest will take place on Saturday when a team of the best players in the association football clubs in the metropolitan district will meet the Englishmen.

**YUKON NAVIGATION.**  
 Princess Beatrice Reports the Season Nearing Its Close.

The steamer Princess Beatrice, Captain Hughes, on arrival from Lynn Canal early Saturday morning via way ports, bringing 3,000 cases of mail and 175 passengers, brought news that navigation was nearly at an end on the Yukon. Since the beginning of the present month the fallings out in the Yukon River has been very rapid. The White Pass boats have been compelled to regulate their freight traffic accordingly, and are at present reduced to about two-thirds of their former cargoes. Besides the reduction in shipping, the steamers are forced to be extra cautious on their way up and down stream, owing to the danger of sandbars, caused by the lowering of the waters. This means that the time between Dawson and Whitehorse has been increased, and it now takes from 2 to 2½ days to make the trip, which was formerly done in about 36 hours. No statement has been made in reference to the closing of the season's water traffic, but it is thought that the first week in October will see the last of it for this year. Last year navigation closed on October 9, and the two previous years on October 11.

The river steamers were very busy to rush all freight possible to Dawson before the close of the season. Whole boatloads of stock, such as cattle, pigs and sheep, are also being sent down from Whitehorse to Dawson, where they will be slaughtered and placed in cold storage as soon as the real cold weather sets in.

Steamboats were getting more traffic than they could handle, although barges of great carrying capacity are being towed along by every steamer excepting the Whitehorse, which carries the mail. Altogether eight boats and seven barges kept busy from Whitehorse to Dawson, where freight boats for points lower down the waterway is transferred to the fleet plying on what is termed the Lower Yukon.

J. H. Rogers, traffic manager of the White Pass & Yukon route, who returned on the Princess Beatrice, reports work by dredgers very active on the Klondike creeks. He found ten dredges being worked by large companies on the various creeks. In addition to these the Klondike has at least five dredges to be sent North next season. Mr. Rogers found everything prosperous in Dawson, and merchants told him that business conditions were never better. Dredge mining did not reduce the population of the camp, as each dredge employed directly and indirectly dozens of men. Mr. Rogers thinks that from this time forward dredging will be the mainstay of the Klondike.

**DISCONTENTED MEXICANS**

Washington, D. C., Sept. 8.—The department of justice has received a telegram from United States Marshal Daniels of Arizona, stating that a large number of warrants have been issued and served upon Mexicans in that territory who were organizing expeditions against the government of Mexico.

Douglas, Ariz., Sept. 8.—The hearing against seven Mexican agitators was continued today until September 17th, by which time the authorities hope the unrest will be settled. The prisoners were removed to the jail at Tombstone for safe keeping.

**EMPRESSES ABANDON**

**CALL AT VICTORIA**

Tender Will Connect With Liner in Royal Roads Outward and Inward

**EMPRESS OF INDIA MAY BREAK RECORD**

Season of Navigation Almost Ended in Yukon—Rushing Freight to Japan

Although improving the service so greatly with the changes made in connection with the carriage of the Overseas Mail, the Canadian Pacific Railway has made a backward step insofar as the local arrangements are concerned. The local office of the company has received notification that the Empress liners will hereafter, discontinue to call at this port. The liners will anchor in the Royal Roads instead of coming to the outer dock as of yore, on both outward and inward voyages, and a steamer of the G. F. R. coast service will act as tender, the steamer City of Nanaimo whenever available. This arrangement was made by officials of the Canadian Pacific Railway with the supposed purpose of saving time. How it worked to the contrary was illustrated when the steamer Empress of China called out-ward on Tuesday last. The steamer left Vancouver to make a fast trip, and made a fast run to the Royal Roads, at the rate of 17 knots an hour. The Empress of China was secured to act as tender, in keeping with the new conditions. The Empress came into the Roads and hoisted the signal for the tender to meet her. She lay for about two and a half hours. The call at the ocean dock could have been made in perhaps a fifth of the time. As a matter of fact the new arrangement whereby the Empress of China is to be met in the Royal Roads, instead of having them come to the outer dock, as formerly, will result in time being lost to the advantage of the local traffic, as it is generally believed that when the Montreal officials have this fact illustrated to them the calls at this port will be resumed.

The Empress of India, which was due on Tuesday under the old schedule, did not leave Hongkong until eight days after her usual sailing date. She was scheduled to leave on August 22, but it was not until August 30 that the liner left Hongkong, and so to leave Yokohama on September 4. The Empress of India has orders to make a fast run, to connect with the Empress of Britain, leaving Quebec on Friday, September 21, the mails from Hongkong for London being transferred at Vancouver to the Overseas Mail special train; which is to carry the mails across Canada in 96 hours. The journey was accomplished in 93 hours on the westward run. The steamer is now en route from Yokohama and is expected to reach the Royal Roads on Sunday, the 16th, or Monday, the 17th, in an early hour. Arrangements have been made to have the steamer City of Nanaimo stand by at the outer dock on Sunday night, in readiness to put the Empress on her way across the Pacific to Yokohama to the west, as soon as she is sighted entering the William Head quarantine station.

The Empress of India is expected to lower the record of the Empress of Japan, who crossed the Pacific from Yokohama to this port on her present voyage. The Empress of Japan holds the record for the fastest passage made across the Pacific Ocean from land to land, having made the run from inside the breakwater at Yokohama to the wharf at Victoria in 49 days and 10 hours. This run was made several years ago and has never been beaten. Several attempts to lower the record have been made by the Pacific Mail Steamship Company since that time, but none were successful. Twice the company had its steamers abandon the regular call at Honolulu, and picked coal and added to the steamer between Yokohama and San Francisco. The fastest time accomplished was by the steamer Korea, which made the run in 10 days, 11 hours and 15 minutes.

With favorable weather the Empress of India may set a new mark for the Pacific record on her present trip.

Dr. Catanach, of Edinburgh; Dr. A. G. Levy, late of Guy's Hospital, London; Dr. Groves, of Carlisle, medical health officer of the Isle of Wight; and Dr. D. Brown, of Winchester, are four English medical men from the Toronto convention who have come through to the Pacific Coast and are staying at the King Edward Hotel. They express individually their immense satisfaction at the success of the meeting and at the hospitality that has been extended to them everywhere. They speak in the highest terms of appreciation of the courtesy of the C. P. R., and express surprise and admiration at the excellent food and accommodation on their lines, and, like everyone else, they are deeply impressed with Canada as a whole.

Of these learned gentlemen the most interesting from a British Columbia point of view is Dr. Brown, for the province is not new ground to him. In the course of an interview given to the Colonist Dr. Brown explained that he had first landed in the spring of 1862, at the time of the great Cariboo gold rush, when even the bars of the Fraser River were being worked for gold. "There was not much of the rush in those days," said he, "the chief buildings then were the old Hudson Bay Company's store and a shanty that did duty for a post office. There was an Indian reserve across the bay, and the only bit of road was at Esquimalt, where the Indians had come down to meet the mills which arrived at long and irregular intervals."

"Sir James Douglas was governor in those days, and when I left for the interior they were on the verge of an awkward dispute with the United States on the question of the ownership of San Juan Island, which threatened at one time to disturb the peace. I remember on my way across the I Mainland finding American troops on one end of it and British troops on the other, both claiming possession.

"On my way up to Cariboo we made the passage up the Fraser, which was a primitive stern-wheeler of limited power, and it was often necessary for the passengers and crew to get out and haul on the ropes to get her through at certain places where the current was strong. Yale was the furthest point by water, and there we had to get out and shoulder our blankets, following the old trail along the Fraser, which was a narrow, crooked stream, worked by means of a rope and pulley. Thus we made our way into the Cariboo country, and a difficult way it was. Most difficult of all was the stretch from the mouth of the Fraser to the Creek or Barkerville, where the trails were exceptionally bad. Getting up provisions by pack train was slow and costly, and people were paying as much as 10¢ per pound for transport of food supplies.

"I stayed in the fields for two and a half years and worked on the Cameron and Wattle claims. For a short time I was surgeon to the local hospital and took much general part and interest in the life of the camp.

"I find most of my old friends and acquaintances are dead and gone now, among them were Gus Wright, the contractor who built the wagon road, Judge Begbie, Judge Cox, Howard Currie, Cameron, Adair, James Orr, "Black Jack" and Billy Farnen, commonly known as "Billy the Blade" who came out here afterwards and bought property here—these and many others. I wonder whether any of them are still living? At the end of this period I returned to England and settled down to professional life at Winchester.

**SHIPPING DEPRESSION.**

New Load Line Does Not Have the Desired Effect.

There is depression in the British shipping world. From investigation in Liverpool shipping circles, it appears that many shippers are of the opinion that the shipping market is in a worse condition for general trade or trading for some considerable time, and that the immediate prospects are no better. It was stated that in a few of the regular trades—namely the Atlantic—there certainly was an improvement over the position a year ago, but, generally speaking, it might be taken for granted that any rise in freight rates was more than counteracted by the increase in concentration of tonnage, which reduces the quantities obtainable. The effect of the new freeboard regulations has been to lower rates, as the extra carrying capacity represents a vast total increase in British tonnage—roughly, half that owned throughout the world. During the last seven months, however, the current year a record output of new tonnage was reported. A large proportion of this is now in commission, and many advances in ship design are daily taking place, this, of course, having its effect upon the market. As to the future, the fact that on the 1st of July last considerably over 1,260,000 tons of shipping was under construction or on orders cannot be prejudicial to existing tonnage. It was further pointed out that the increase of the new freeboard regulations has far over-reaches the development of the world's trade, so that unless investors soon get tired of putting their money in the stocks, which worse time is in store than has ever been experienced in the history of the industry.

**PIONEER BACK TO HIS FIRST LOVE**

Dr. D. Brown, of Winchester England, Is Once Again in Victoria

Dr. Catanach, of Edinburgh; Dr. A. G. Levy, late of Guy's Hospital, London; Dr. Groves, of Carlisle, medical health officer of the Isle of Wight; and Dr. D. Brown, of Winchester, are four English medical men from the Toronto convention who have come through to the Pacific Coast and are staying at the King Edward Hotel. They express individually their immense satisfaction at the success of the meeting and at the hospitality that has been extended to them everywhere. They speak in the highest terms of appreciation of the courtesy of the C. P. R., and express surprise and admiration at the excellent food and accommodation on their lines, and, like everyone else, they are deeply impressed with Canada as a whole.

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"But the convention of the British Medical Association fired me with a desire to revisit the old scenes of long ago, and coming over to the press on Britain, under the most comfortable and luxurious and expeditious modern conditions, thanks to the energy and enterprise of the C. P. R., I, amongst many others, took advantage of the facilities so generously afforded to them to come westward to the Coast.

"At Toronto my good friend, Dr. Ross Robertson, extended to us his genial hospitality, which was greatly appreciated. It was there that we traveled by easy stages, stopping at all the points of interest. I was much struck by the marvelous growth

**WORK OF THE LORD'S DAY ALLIANCE**

Rev. Shearer Delivers Lecture At St. Andrew's Church Last Evening

An important meeting of the Lord's Day Alliance was held Thursday evening in the St. Andrew's Presbyterian church. The meeting was well attended considering the inclement weather, the room being comfortably filled. Senator Macdonald was chairman and opened the meeting by a few appropriate remarks at the conclusion of which he introduced Rev. W. M. Rochester, B. A.

Rev. Rochester has recently been appointed to the position of secretary of the British Agricultural Society, was in town Sunday. In conversation with a Colonist he explained that the thirty-ninth annual show of the society will be held on Wednesday and Thursday, September 13 and 20. The reason for holding it on these days is in order that the dates may not clash with those fixed for another agricultural show.

The Sunday newspaper was a point which the speaker dwelt upon. He stated that the Sunday newspaper had no friends and both newspaper and excursion came under the ban by the people of Canada. In regard to Sunday sports, the law prevents any commercial gain, and the fact that if the commercial side of sport is taken out, the sport soon dies, was used as an argument. One of the biggest objections raised to the bill was that of the railway companies of Canada, on account of the fact that it would do away with traffic in regard to both hauling and handling of freight. The churches, however, presented two letters from two of the principal railroads, the C. P. R. and the Chicago & Southwestern and the Chicago, Milwaukee and St. Paul—stating that after three years' experience they had found that it benefited them to give their men a rest on Sunday and minimize to the greatest extent Sunday freight work. The custom of the English railways in regard to Sunday freight traffic was also used as an argument in any country in the world.

In conclusion the speaker paid a new act is the most satisfactory of any in any country in the world.

In conclusion the speaker paid a tribute to British Columbia and stated that out of the seven members, four were totally in favor of the act, one more was practically in its favor and had no objection, and the two others, while they supported the bill on a whole, had a few objections.

After a solo by Mr. Kinnaird, accompanied by Mr. Jesse Longfield, the Rev. Mr. Miller closed the proceedings. Dr. J. Lewis Hall has been appointed president of the local organization and Rev. Mr. Miller, secretary pro tem.

The medical party were taken in hand on arrival by Arthur J. Leary, to whom several were personally known, and notwithstanding the inhospitable weather, those who felt equal to the exertion were shown some of the chief features of the city and supplied with all the information they desired.

ELECTED PRESIDENT.  
 Milwaukee, Wis., Sept. 8.—J. H. Hannan, of Malden, Mass., was today elected president of the International Association of Agricultural Agents at the closing of the annual convention.

Wasting Process Of Disease  
 Disease is a tearing down, wasting away and destroying of the tissues of the body and a shrivelling up of the nerve cells and blood corpuscles.

This wasting process may attack the lungs, the heart, the liver, the kidneys, the bowels, or, as is most frequently the case, result in collapse of the nervous system, prostration, paralysis or insanity.

You may rest assured that disease will search out your weak spot and gain the upper hand. Nature demands assistance to overcome this dreadful wasting process. And such assistance is best supplied by Dr. Chase's Nerve Food, which is the most thoroughly effective tissue builder and nerve restorative that is known to the medical profession.

**DEVELOPMENTS IN SAANICH.**

Some Deals in Real Estate Reported by Resident of District.

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**POULTRY AND LIVESTOCK**

FOR SALE—Black chickens; first class hens; trained; very handsome. Price reasonable. Major MacFarlane, Cobble Hill, B. C.

FOR SALE—Imported pedigree Jersey bull, 3 years old. Apply W. Frye, Quartermaster, Nanaimo.

FOR SALE—Four hundred White Leg-horns, one year old; heavy layers; at greatly reduced prices, to make room for younger stock. J. J. Douglas, Cobble Hill, B. C.

WANTED—General purpose horse of team of horses, 1,300 lbs.; must be sound and in good condition. Address J. B. Bailey, Ladysmith, B. C.

FOR SALE—Work horse, 1400 lbs., true and good worker; \$75. Holmes, Strawberry Vale.

FOR SALE—One black horse, 5½ years old, sixteen hands high, very gentle. One bay horse, six years, heavy set, kind, and good worker. Also bugles, carts, wagons and harness. Apply J. J. Fisher's Carriage Shop, Store St.

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**RAILWAY RACE**

FOR THE WE

Hill and Harriman Play Great Game of Chess

A SPENDTHRIFT'S E

Blue Mountain Land Frauds Precious Prisoner—Strike Breaking U p

SEATTLE, Wn., Sept. 13.—The corporation committee of the city council was prepared to give a franchise to Seattle for the extension to Puget sound, J. J. Hill, president of the Great Northern, has offered to open a railroad of way through 2,000 feet of land owned by other property owners will take a similar strip through 5,000 feet of their holdings. He proposes right of way shall be jointly his line and the Harriman system.

Twice Mr. Hill has refused to make a similar concession. It is regarded as a part of the Hill-Harriman railroad war, and a move on Hill's to delay action on the Harriman franchise here.

Harrison officials regard the Hill as a request for a franchise of his line. The "Swiftwater" Bill is "Busted" "Swiftwater" Bill Gates, the Alaskan miner who gained a national notoriety as a spendthrift, filed a petition to declare a bankrupt in the federal court this afternoon. Gates set up his assets as \$200 in cash, wearing apparel worth \$100 and watch and chain. Court judgments amounting to nearly \$200 were given as his liabilities. Gates swore he had no real estate of his character.

Blue Mountain Land Frauds  
 Portland, Ore., Sept. 13.—State Senator Willard J. Jones and E. B. Rosenbaum stand convicted in the Blue Mountain land fraud case.

At 9:45 a. m. today a sealed verdict returned by the jury at 1:45 p. m. this morning was read in the federal court, finding all three defendants guilty of conspiracy to defraud the government of lands in connection with the operation of the Blue Mountain forest reserve.

Counsel for defendants immediately gave notice of intention to move for a new trial and were allowed two days to do so. The trial lasted twenty days.

A Precious Prisoner  
 Boise, Idaho, Sept. 13.—Steve Adams was spirited away from the state penitentiary last night and taken to Walla Walla, where a charge of murder has been made against him. Attorney Charles Darrow and John F. Nugent, representing the Western Federation of Miners, who are involved in the Steunenberg case, apparently were outwitted by the guards. They left this afternoon by train, declaring their intention to institute habeas corpus proceedings in effort to secure the release of Adams.

Strike Breaking U p  
 San Pedro, Cal., Sept. 13.—Union Seamen on the steam schooner Sonoma Bay and Centralia, who yesterday failed to unload cargoes of lumber, non-union longshoremen, this morning went back to work without question and now they were wrong in refusing to unload according to yesterday's agreement. They left this afternoon by train, declaring their intention to institute habeas corpus proceedings in effort to secure the