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# Canadians In Oregon Mines.

## Reaping Fortunes From Properties Long Neglected by Former Owners.

## Region of Immense Mineral Wealth But Lacking in Enterprise.

Baker City, Oregon, Aug. 15.—The gold hunters of Eastern Oregon delve and toil in a prolific land. The foot hills and the mountains are adorned by magnificent forests, and the prairie lands and valleys are as fruitful as any on the continent. The orchards, the grain fields, the vegetable gardens and the meadows which have replaced the sand and sage brush cannot be excelled. In places irrigation is essential, mining metroplis of Eastern Oregon. The gold belt extends through four counties, but until a railroad is built up the John Day river from the Columbia the trade and business of the gold fields must come here. The gold reefs are found in an immense slate dyke that stretches from the neighborhood of the Seven Devils on the Snake river toward the Southwest. This dyke but excellent opportunities exist for turning the mountain streams over the thirsty soil. Baker City must continue to be the intersects the Blue mountains, and is from three to probably ten miles wide. On the west of this dyke is granite, and on the East are diorites and syenites. Some gold quartz has been found in these older rocks, but not enough to attract attention. But the quartz reefs in the slate belt are wonderfully rich in gold. In the beds and bars of all the torrents, rivulets and rivers in the country great quantities of gold have been deposited by the erosion of these reefs, and as I have already written, the placer miner has been mining this gold for forty years. But it was only yesterday that quartz mining was begun. The results so far are eminently satisfactory. There is a veritable Klondike in Eastern Oregon where gold mining can be carried on under happier conditions than in any other region of the globe.

Over in Grant county on the Western slopes of the Blue mountains is the Red Boy gold mine. Some years ago Messrs. Tabor and Godfrey, two of Oregon's pioneers, took it into their heads to try their luck at gold mining, and they started operations at a place sixty miles away from railroad transportation. They began grinding out gold with a miserable jim crack mill, but the quartz was rich, and they made a little money. Then they secured a better mill and now they have twenty stamps running night and day. Moreover, they have a cyanide plant nearly completed for handling the tailings. The mill at the Red Boy mine is one of the most perfect I have seen. Mill and dynamos are all operated with water power, and the water is brought thither from a considerable distance in covered flumes. Mills, office buildings, boarding house and the workmen's cottages are models of comfort and neatness, and I found that the miners working away over near the head waters of the John Day river were being fed and housed as comfortably as any working miners I have chanced to run across. Red Boy is indeed a busy hive of industry. It is a little settlement in one of the gorges of the Blue mountains, but this little settlement is producing more wealth than many a Kansas county. Tabor and Godfrey derive princely incomes from the Red Boy gold mine, and several generations must pass before these mines cease to pay golden tribute.

The ore body in the East vein of the Red Boy is fully twenty feet wide, and every pound of this is mined and milled. I saw the miners stoping out twenty-five feet of ore in some places, and I was not surprised to learn that the owners refused to sell the mine for a million dollars. Indeed I am more than inclined to classify the Red Boy among the richest mines of the country. It has apparently immense ore bodies and an enormous productive capacity, which is only limited by milling facilities. The ore will average about twenty dollars a ton, but it can be mined and milled for less than four dollars, so that it affords a big margin of profit. It is no wonder that Manager Tabor should be proud of his mine and of its equipments; that he should cherish hopes of a great and prosperous future for it, for assuredly it has immense possibilities.

Up Cracker creek, a tributary of the Powder river, is the North Pole group of mines. Up to date there is only a ten-stamp mill at these mines, but there is also a cyanide plant, and the manager told me he was increasing his mill and cyanide plant to a capacity of one hundred and fifty tons a day. This group of mines is owned by Alexander Baring, of London, and I am assured he is deriving a princely income therefrom. The lowest workings on the North Pole have a vertical depth of one thousand feet, and in a drift on this level an ore chute is being mined that runs over one hundred dollars to the ton. The mine never looked as well as it does at the one thousand foot level, and the manager tells me that the ore averages higher at that level than at any other part of the mine.

The Columbia mine is but three miles or so away from the North Pole, and unquestionably on the same great lode. That also has a ten-stamp mill, but in the Columbia there are chutes of fabulously rich ore which he sacked and shipped and yields enormous profits. The North Pole, the B. & E., the Columbia, the Golconda, the Bunker Hill, and the Bonanza are all groups apparently situated on the same great mother lode of the country. The Bunker Hill consists of three claims, or forty-five hundred feet of this great vein. The Bunker Hill group is, I believe, owned by Mr. Rufus Pope, of Montreal, and his associates. It is the most wonderful surface showing I have ever seen. The lode cuts through Mammoth mountain, and for a quarter of a mile immense quartz croppings to the height of thirty and forty feet mark its course. The Bunker Hill mines can be worked by tunnels to a depth of one thousand feet, and in the creek below is all the water that will ever be necessary for power or milling purposes. The Bunker Hill group of mines are of extraordinary promise, yet strange to say they have lain here neglected for years through want of capital or enterprise on the part of their old owners. They have now fallen into the hands of men of energy, enterprise and pluck, and Oregon will soon own another great gold producing mine.

It is not my intention to go minutely through all the working mines of Eastern Oregon. My object is rather to convince the most skeptical that the gold mines of the Blue mountains are worthy to take rank with the gold mines of any other part of the United States.

Were these gold fields located in the heart of Africa, amid the sandy wastes of Australia or in the wilds of Alaska, prospectors and adventurers from all parts of the world would be hastening to them. Pools and syndicates would be formed in the financial centres of Europe and America to exploit and develop them. But being located in one of the most accessible and in one of the most favored regions of the globe, they are comparatively unknown, and their fabulous resources are as yet known only to the few.

And yet I know of no spot on earth where gold mining can be carried on more economically than in eastern Oregon. There is a practically unlimited supply of wood and water, of power and fuel. And close to every mining camp are cattle and sheep ranges and fields of grain and vegetables and orchards and vineyards. The choicest products of the farm are at the miner's door. Here capital is sure of rich returns, and here the horny handed son of toil will earn good wages in a healthy and delightful climate, and amid scenes that the eye and glad the heart. I must not be understood to say that the agricultural developments of Eastern Oregon are in a satisfactory condition. Far from it. There is too much of the mossback element in the country even yet. The big railroads have neglected it. From Baker City to Sumpter there runs a narrow guage railroad that smells of antiquity and Noah's Ark. This railroad has an earning capacity equal to that of the New York Central in proportion to its extent; but it is operated under a system that would have been old-fashioned among the Medes and Persians. The Northern Pacific Railroad would never permit such a thing to be a feeder for its main line. Why should the O. R. & N.?

Were this wonderful agricultural and mineral country lying within the territory of the Canadian Pacific Railroad, that great corporation would have had it gridironed with railroads long ago; but it is not too late yet. The whole country from the Seven Devills district to the John Day valley needs better transportation facilities. It needs money, it needs enterprise, it needs knowledge and it needs pluck.

Nowhere in the United States are there fairer opportunities for industry and labor and enterprise than there are to-day in this very country. You find better hotels, better restaurants, better stores and better service in any one of the British Columbia mining towns of yesterday than you find at Sumpter, which has been a mining centre for well nigh forty years. Up North folks are up to date—down here they are antique. This criticism is by no means meant to be unfriendly. But it is just as well that I should point out the real reason for the paralysis and the stagnation that has characterized this country so long.

And this stagnation would continue to a great extent were it not for the advent of a new element. Capt. C. H. Thompson, of Spokane, discovered this country two years ago. Few men have wider or more varied experience, and some lucky chance led him to investigate Eastern Oregon's gold mines. He was surprised and amazed at the resources and possibilities of the country. In conjunction with some Canadians he formed the Virtue Consolidated Company. This company owns the Virtue, the Collateral and other claims in Baker county, and the Cumberland in Idaho. The Cumberland is a fabulously rich gold mine not far from the world famous De La Mar, and the Canadians who followed Capt. Thompson's lead into Oregon's gold mines will reap a golden harvest thereby. Further East is the Cornucopia group of mines. This group was about being bought up by English and Canadian parties when John A. Finch, of Spokane, stepped in and bonded the property for himself and his associates. The bond is for $750,000. Mr. Finch and his associates easily rank among the shrewdest and moht conservative mining men of the continent, and their advent to the Eastern Oregon gold fields is the very best guarantee of the great value of this country.

When the country receives the attention which it deserves, and capitalists have become acquainted with its marvelous resources, there will ensue a period of immense prosperity for Northeastern Oregon. The gold is here in fabulous quantities, but capital, labor and enterprise are needed to win it. All these will come in due time, and when they come the farmer, the trader, the merchant and the railway will reap part of the golden harvest, which will then be gathered here. P. A. O'FARRELL.

## LEADS OF THE LARDEAU.

### Prof. Blochberger Reports Them to Be Very Rich—A Victorian's Good Luck.

Prof. F. R. Blochberger returned last night from another successful mining tour from the Lardeau district, inspecting his numerous properties on which L. E. Beck, former mine superintendent of the Great Western conducted the work with a small force of men. Mr. Blochberger found the properties in first-class condition, shipping ore on the dump and in sight, and brought down with him 50 to 60 pounds of good looking ore, which is shown in the Miner window. From the looks of this ore Mr. Blochberger and his partners, Messrs. Ross Thompson, S. T. Langley, K. K. Peiser and Supreme Court Registrar Schofield, certainly must have a real good thing. The property is situated in the famous Fish Creek basin, on the west side of Lexington mountain, consisting of 260 acres, with three well-defined veins running through the full length of the properties. The same veins have also been traced through the adjoining six properties owned by Mr. Beck and Mr. Blochberger. A great deal of development work is going on in this district. Mr. Blochberger's properties are about a mile away from the coming Butte of the Lardeau, the town of Canbourn, the property of Hon. Henry Menhenick, which place the two surveyed railways are striving to reach. This gentleman, one of Lardeau's energetic and enterprising pioneers, has built a fine, large hotel and store and several houses, greatly to the benefit of mining men, who can now come and go in one day to any mining property on Pool or Fish creek. Another year more and two great transcontinental railways will connect the town of Canbourn with the city of Rossland and tons of ore will be sent from there to the Trail and Nelson smelters.

Mr. Blochberger visited the Brunswick property and speaks highly of it, and is sorry he does not have a single vote in the company, otherwise he would work the property somehow, because he thinks it a shame to let a good property like the Brunswick be idle.

He says that Mr. Tweedie struck a fine copper ore vein on the Copper Dollar, a few feet below the Brunswick and on the same vein as the Highland Mary above, and if the vein does not go to heaven or straight down to the antipodes it will be found in the Brunswick. The Brunswick, as well as Mr. Blochberger's properties, are now the most handy for working and shipping. Situate on the Fish river, which is navigable, with plenty of fine timber and water power for all purposes, the ore could be sent to Canbourn ferry, where the government wagon road starts for Comaplix and Thompson's Landing, on the northeast arm of Arrowhead lake, and brought over this road on sleighs till the railway is completed, and from the landing on big barges which hold from 300 to 400 tons, to Trail, so that the expense for shipping would be very little more per ton than from Rossland to Trail. As Mr. Blochberger's surface assays of steel galena went over $50 per ton from a nine-inch vein the probabilities or ore shipments from Fish creek are more than likely. Mr. K. K. Peiser will soon start to incorporate a company to work these rich Lardeau mining properties all year around. Mr. Blochberger intends to return in a short time to the Lardeau country.—Rossland Miner.

# An Exchange Of Products.

## Company Organized to Supply British Columbia With Australian Mutton.

## Will Also Place Products of This Province on the Southern Market.

During the coming winter it is anticipated that both local beef and mutton will reach very high prices, as the latter will be scarce and the market for the former is controlled by a monopoly. However, the hotel proprietor and paterfamilias need not be alarmed, a company having been formed for the purpose of establishing reciprocal trade between British Columbia and the Australian colonies, Victoria being its base of operations. The present promoters, noticing the ever-increasing demand for mutton here and scarcity of that article on this Coast, are making arrangements for the delivery of 3,000 carcases of Australian mutton per month, for which orders have already been booked for Victoria alone, and at the same time the controlling of the market for Australian products here, and the placing on the Australian markets of certain products of British Columbia. The products referred to have up to the present time been lost sight of, save a few personal consignments. The promoters have been directing their attention and making a study of the project for some time past, and are most sanguine of the proposition bringing in big returns, besides forming the nucleus of a large reciprocal trade between the two colonies. Large consignments in frozen salmon, halibut, etc., will be exported to Brisbane, Sydney and Melbourne, there being an ever-ready market commanding good prices. At present very small consignments of English salmon are being sent to Australia, and is retailed at a price prohibitory to all but the wealthy classes. During six months of the year here mutton is so scarce that it very often commands as high as 16 cents per pound. The promoters' advices show that during the corresponding months in Australia it can be purchased for three cents. The process of refrigerating has reached such perfection that the difference is scarcely noticed now between that of frozen and fresh meats. Rabbits, kangaroo tails and other delicacies will also be placed on the market here at prices within the reach of all.

In fruits the company anticipate putting bananas, prunes and other tropical fruits on the Victoria market at half the prices hitherto charged. It is an established fact that the only leather that is proof against the water in the Northwest Territories is the kangaroo, and there being many inquiries for it, the company intend introducing it here in large quantities.

The largest importers of lumber from British Columbia are the Australian colonies, the export returns for the last twelve months being in the neighborhood 24,000,000 feet and the last advices from Australia show the market very firm and the demand greater than the supply. The company intend establishing an agency in Sydney for making contracts and receiving orders for full shipments, returning with Australian hardwood, for which there is a ready market here.

The title of the new enterprise is "The British Columbia Frozen Food and Export Company," and has been initiated by Mr. E. Davis, who was all through the Australasian colonies about twelve months ago. Mr. Davis says that a year or two ago the great majority of the goods that were shipped from here to Australia by the steamers came here from the United States, but now the condition of affairs is practically reversed, and to-day the very large part are Canadian products or are manufactured in the Dominion—that is, referring to machinery. There is no reason why a large and lucrative trade should not be worked up between the two colonies. Several prominent business men of this city have taken a deep interest in the scheme and will give it their hearty support.

## SAN JUAN A PRECEDENT.

### Though British Were in Actual Possession, They Agreed to Arbitrate and Thus Lost.

From the London Daily Mail.

The interpretation of the treaty seems to be pre-eminently a matter for arbitration. In a precisely similar case, the question who should own the island of San Juan de Fuca, in the San Juan de Fuca straits, Great Britain, acting on behalf of Canada, then the actual possessor of the island, was willing to submit the matter to the arbitration of the German Emperor. Everything depended upon the interpretation of a treaty, as in the present instance. The decision went against us, but we loyally accepted it. Yet to-day the United States declines to arbitrate upon the Alaskan frontier, simply because the political pressure brought to bear in the Pacific states is so strong that the President fears his re-election might be endangered if he took the just course.

We would not be misunderstood. Canada asks for no concessions from the United States, but for what she considers to be her own by right. She is so confident of her case—and the treaty, on the face of it, seems to support her contentions—that she is ready to go before any international tribunal and obtain a decision as to whether or not the treaty means what she asserts it does. "Reciprocal concessions" are talked of, but why should Canada pay a high price for what seems to be her own? Whenever the United States has proposed arbitration to England on any dispute, England has invariably acceded to the proposal. On the Maine frontier, the Alabama claims, the Behring Sea fisheries and the Venezuelan affair, we are willing to settle our quarrels thus sensibly and peacefully. Why should the United States to-day hang back, unless they fear that their case is weak?

The United States have the reputation of being hard bargainers. That is all very well, and we have often made concessions to them, simply because we did not wish to quarrel over trifles. But here the vital interests of Canada are concerned, and it must clearly be understood that we cannot sacrifice Canada. We want justice, and nothing more, and an open port or two is not justice.

## SOCIETIES' RE-UNION.

### Committee Meets and Arranges Details for the Big Demonstration.

All that is now required to make the Societies' Reunion on Saturday the biggest and most successful demonstration of the kind ever held in British Columbia is fine weather, and the weather prophet promises that this important detail will be "fixed." The other details the energetic committee having the affair in hand have attended to, and they promise that there will be nothing wanting. A most enthusiastic meeting was held last evening, and from the reports of the sub-committees it was apparent that the work entrusted to them had been well done. Excursions have been arranged from the Sound, the Mainland, Nanaimo and Wellington. The first contingent will arrive by the Islander this evening, the same steamer will bring over more visitors to-morrow evening, and on Saturday excursions will arrive from the Sound and Island cities. A conservative estimate places the number of prospective visitors at 5,000.

The big attraction will of course be the sports at Caledonia park during the afternoon, which are to be preceded by a procession through the principal streets. It was decided last evening that both British and American flags will be carried in the parade, and Admiral Beaumont will be asked to allow the flagship band to take part. If this request is granted, there will be at least four bands in the procession.

A letter was received from Premier Semlin, stating that the Provincial Museum would be kept open all day for the accommodation of visitors, for which he received a vote of thanks. The Mayor and council were also thanked for their donation of $100 to decorate James Bay bridge and the civic buildings, and an effort will be made to induce citizens to help out by decorating their premises, while a special committee was appointed to arrange for the decoration of the grounds.

Messrs. Braden and Hallam were appointed a special committee to canvass the merchants for additional prizes for the sports. For the tombola there are already thirty-five prizes, which are on view in Mr. Jacob Sehl's big show windows.

To prevent a crush at the gates tickets of admission will be placed on sale in various stores.

Badges will be distributed to society members free of charge.

Another meeting of the committee will be held to-morrow evening in Pioneer hall, when a full attendance is expected, as final details will be arranged.

## ALLEGED ILL TREATMENT.

### Sailors Desert Ship Drumblair and Accuse the Captain of Ill-treating a Man.

Stories were in circulation on the water front yesterday of alleged ill treatment of a sailor named John Brown by Captain Davis, of the ship Drumblair, now discharging cargo at the outer wharf. As told in yesterday's Colonist, the sailor died on the passage out from England, on July 3. He, with a number of others, were shipped just prior to the sailing of the ship from Liverpool, and a number of shipmates assert that during the voyage he was the object of much abuse, that he was sickly, and was driven to work in a most heartless way. This is the story that caused a Colonist reporter to make inquiries aboard from the officers yesterday afternoon. Captain Davis was not on board, but First Mate Parry, when seen, pronounced the stories as tales told by five sailors who deserted soon after the ship landed, and as not true. The sailor, he said, was never abused by either himself or the Captain. They had treated him well, but Brown's companions had not been so kind, and time and again the officer interfered at the Captain's orders to protect the poor fellow. The Captain, too, had said very little in a cross way to the man, but on the other hand had given him change after change of clothing. Mr. Parry says further that Brown was nursed like an infant, the steward having frequently made dainty dishes for him. He describes Brown as having been a very low type of man, and those whom he was with, and who deserted the ship, as being the worst he had ever come in contact with. Coming out from England, he says, they broached the ship's cargo. Superintendent Hussey, of the provincial police, said last evening he had heard some of the stories, which have been current since the Drumblair's arrival, and will have his men investigate them, but he has no reason to believe they are true.

## FAME'S PATHWAY.

John D. Rockefeller recently declared that many men missed their chance for making a fortune by thinking too much about their neighbors' wealth.

Surgeon Eugene Wasdin, of the United States medical corps, has been detailed to attend the medical conference, to be held in Brussels in September.

Rear Admiral Bartlett J. Cromwell had the honor of being the first naval cadet appointed from Nebraska. He was graduated as a midshipman on June 1, 1861.

Palermo has not yet gotten over the Duc d'Orleans' dinner costume. The French pretender presented himself at a dinner party, given by an Italian Duchess, in white waistcoat, velvet smoking-jacket, with the orders of the Golden Fleece and of Charles V. on the breast, and his shoes with diamond buckles.

Lloyd Mifflin, the poet, is a man of such retiring nature that few of his fellow townsmen of Columbia, Pa., would recognize him on the street. A correspondent recently visited the town and asked for the house of Mr. Mifflin, the poet. "There's a Mr. Lloyd Mifflin lives here," said the trolley car conductor, "but I didn't know he wrote books."

H. R. Mackinder, reader in geography at the University of Oxford, has started for Africa as the leader of an expedition whose purpose is to make a thorough study of Mount Kenia. He intends to establish a camp at a height of about 16,000 feet, and from this point as a base to make a complete examination of the summit and slopes of the mountain.

The Sultan has taken to the cinematograph, and he is about to have it brought into use for the purpose of enabling him to survey his railway works in Anatolia, without the trouble of moving from his chair. The 110 kilometres of the line are to be photographed, and reeled off, with all their animated scenes, before His Majesty and the court at Yildiz Kiosk.

DR. A. W. CHASE'S CATARRH CURE ... 25c.
is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

# Schedule Will Be Changed.

## New Time Table Will Be Adopted for the Steamer Victorian.

## D. G. S. Quadra Returns From North—Sailors Desert Ship Drumblair.

Various reports have of late been circulated to the effect that the Victorian, when she takes her place on the Puget Sound-Victoria route, will not come in to the inner harbor, as did the Kingston, but will land instead at the outer wharf. Nothing of the kind is contemplated by the management of the vessel. Mr. E. E. Blackwood, the Victoria agent, when consulted on the matter yesterday, said the Victorian would come into the inner harbor, quite as regularly as the Kingston ever did, and the occasions when she did not would be quite exceptional, as, for instance, when an extremely unfavorable tide would be met. To obviate any possible difficulty with the low water, the running schedule of the steamer will be changed on or about October 1, and instead of arriving here in the evening, as does the Utopia at present, the Victoria will arrive and depart in the morning. This will give her the advantage of the highest tides during the winter season, which is the reverse of the present conditions, and will also permit of better train connections than at present at Seattle. The Victorian draws little more water than the Kingston did, as the improvements which have been made on her will lessen her draught considerably. The Victorian will commence her regular service on September 1.

## NEW LIGHTHOUSES BUILDING.

### Site Cleared For the Establishment of a Small Light on Turn Point.

The Dominion government steamer Quadra, Capt. Walbran, returned from a northern cruise yesterday evening. Workmen and material were taken from Vancouver to Pointer Island, Fitzhugh Sound, the southern entrance to Lama Passage, where a new lighthouse is now building. A site is also being cleared for the establishment of a small light on Turn Point, the northern entrance to the same passage from Seaforth Channel. These two lights will be exceedingly useful to all mariners engaged in the navgation of the northern coast.

At the Lawyer Islands, Chatham Sound, a site for a proposed new lighthouse was selected and then a return was immediately made southwards, to hold the ship in readiness to proceed to Vancouver, there to embark for a short cruise in these waters the Press Association of Canada. Capt. Walbran states that fine, clear weather was experienced in the northern channels.

## MANITOBA AND NORTHWEST.

### Engineer Killed in Collision — Fire Chief Resigns—Rifle League Cavalry Series.

Winnipeg, Aug. 16.—(Special)—The announcements of results in the Canadian Military Rifle League cavalry series shows that B squadron, R. C. D., Winnipeg, is first, with a score of 3570; with second, F division mounted police, Prince Albert, 3490; third, C division mounted police, Battleford, 3489; fourth, A squadron Manitoba Dragoons, Virden, 3360; fifth, second team Virden Dragoons, 2880.

The resignation of Chief Rogers of the fire department has been accepted by the city council.

The Ninetieth battalion cross to Grand Forks, N. D., to-day, to attend a big celebration, Washington and Ottawa both having granted permission.

A despatch from Fort William says: The west-bound Imperial Limited has just arrived, having been delayed by an accident at Biscotasing, being run into by a special carrying Chinamen and silk. Fairbairn, an engineer living at Chapleau, formerly of Winnipeg, was killed. The fireman, who jumped, was slightly injured. No person was hurt.

## A MAGIC MIRROR.

Some interesting experiments are now beng made with a magic mirror lately purchased by Dr. L. M. Taylor, of Wahington. To the history of the instrument are atached many weird traditions. It was found in India by a lady greatly interested in Oriental occultism, and after her death was sold to its present owner. It is a large, oval, concave plate glazed with a jet-black, gypsum-like substance, highly polished. It is mounted in a black wooden frame, and measures, over all, about one and a half feet, in length by a foot in width. It is claimed of its relic that it will conjure up various apparitions for him who will sit befaore it, in quiet and solitude, in a much-shaped room where a subdued light falls upon it at a certain angle. Such were its uses in India and Egypt, even beyond the middle ages, and occult literature contains specifications for making the same sort of apparatus, written by Nostradamus, physician and astrologer to Catherine de Medici, Henry II., and Charles IX.

This mirror has generally been employed merely as a means of entertainment. Many men have played with it without serious anticipations. It was in this spirit that Thomas H. Caswell, sovereign grand commander of the Scottsh Rite of Free Masons—the man that now holds the chair of the great Albert Pike—sought one of these solitary scenes. While he sat earnestly gazing into the magic mirror, suddenly the reflected shadows seemed to focus themselves into a vivid picture. The sovereign grand commander distnctly saw an illuminated casket containing the dead body of a man. Gazing steadily he saw the features brought more clearly into focus, and suddenly recognized the body as that of a prominent member of the Scottish Rite order in the south. Mr. Caswell was surprised but not alarmed. He confided the experience to several friends but made light of it. He had not heard from his friend in the south for some time. He was entirely ignorant as to the state of his health. Yet, a few days later the same friend died, and his death was announced to Mr. Caswell. A number of prominent gentlemen testify that the name of the deceased had been confided to them by the sovereign grand commander before death occurred.

## PROSPECTIVE CANALS.

### Waterways That Will Change the Map of the World Now Given Attention by Engineers.

Canals for irrigation and navigation, are as old as the oldest civilization of which we have any knowledge, and so long, at any rate as ships plough the seas, or until aerial navigation revolutionizes all present means of transport, canals will never become altogether obsolete, and many of them, joining as they do one twin sea to another will always be of vital importance, particularly to maritime countries.

Of the canals that have been cut, the most notable examples are the Seuz canal, between the Mediterranean and the Red seas, in the old world, and the Sault Ste. Marie, between lakes Superior and Huron in the new.

Some natural channels, such as the Casiquaire, one of several branches which unite the Orinoco with the Rio Negro, a tributary of the Amazon, are Lukuga (an expansion of the Upper Congo) the overflow from Lake Tanganyika, are intermittent.

Of canals yet to be cut or completed probably the most important are the Panama and the Nigaragua canals, both across the narrow neck of land which unites the two great Western Continens.

Of the Panama canal which has financially proved so disastrous to thousands of Frenchmen, about two-fifths are completed, and the rest will be completed doubtless by English energy and capital. The Nigaragua canal, is for the most part, ready-made—of a total length of 170 miles. Not more than thirty miles will have to be excavated. It will extend from Greytown at the mouth of the San Juan river, on the Atlantic side, to Brito on the Pacific coast, and will have six locks, three at the eastern and three at the western divide.

The United States has got what may be termed an exclusive option on this yet-to-be-cut interoceanic waterway, and has warned the world that its banks will be regarded as virtually a part of its ocean line and an extension of its frontier.

A "short cut" across the Isthmus of Krah would enable vessels to pass directly from the Indian ocean to the Gulf of Siam and the China Sea, and thus save a long passage through the Straits of Malacca and round Singapore. Some enterprising American capitalists propose to cut a canal right across the narrowest part of Florida, and this, no doubt, will soon follow the completion of the Nicaragua canal.

The Japanese promoted by naval exigencies, are about to cut a sea-to-sea canal, so that their smaller vessels can pass quickly from the Pacific to the sea of Japan, and vice versa. Russia, by her Black Sea and Balticcmfw sia by her new Black Sea and Baltic ship canal, will connect her naval port of Nicolaieff in the south with the arsenal of Libau in the north, and this canal will also, no doubt, be of considerable commercial dignity.

The Belgians, desirous, perhaps of emulating our Manchester ship canal, are making both Brussels and Bruges "ports de mer," while the French hope to at once make the first purchases in Oregon. Mr. McKay says the royalty prevents prospecting. It should, he thinks be collected on the net proceeds of a mine and not on the gross returns as at present. A mine might yield $25,000 and yet cost in wages and development work 50 per cent. of this amount.

In addition to the strikes made on Rock creek, Mr. McKay brings news of a very rich quartz find made near Selkirk. He and his partner left Dawson two weeks ago to-day on the steamer Ora. From papers, which they brought the following news items have been taken:

A party headed by Alexander H. Anderson, of Ballark House, Nairn, Scotland, arrived at Dawson on August 2, after long wanderings and many hardships. They started out over the Teslin trail and last fall camped at the mouth of Nisutlin river. Proceeding up the river over the ice, they wintered 70 miles from its mouth. The party prospected all round Quiet lake, the headwaters of the Big Salmon, but found nothing. In the spring they followed the ice down the Nisutlin, crossed Teslin lake and entered the Atlin country from the East side. Finding everything taken up there, the party proceeded to Dawson.

Charles Gleason and L. Burwast swam across the Yukon river on August, this being the first time that white men have ever accomplished the feat. They started across from the upper end of Klondike City and landed about half a mile below DeLion on the West side.

John Riley was arrested on the steamer Victorian just as she was pulling out from Dawson. A woman named Greta Robinson was also arrested on the wharf. Both were arrested on capias for attempting to leave the country without settling their bills.

John A. McPherson is setting up a dredging machine at Cassiar Bar, just above Big Salmon.

M. W. Greer, a mining expert of Ottawa, has discovered a lake in an extinct crater near White Horse Rapids. The water in the lake is bitter and quite warm.

## AMERICA'S CUP TRIALS.

### Contestants Anxious That the Races Shall Be Sailed Off Newport.

Newport, R. I., Aug. 16.—Oliver Iselin of the Columbia and W. Butler Duncan of the Defender are in favor of holding the America's cup trials here, and if they can impress their ideas upon the cup committee of the New York Yacht Club the official race to select a cup-defender will be held off this port, and not off Sandy Hook, as announced in the official programme.

BLAME THE KIDNEYS

for that distressing backache and help them to get well by using

DR. CHASE'S KIDNEY LIVER PILLS

Backache is usually the most pronounced symptom of kidney disease. Other indications are irregularities in urinating and deposits in the urine.

Success in curing kidney disease and preventing Bright's disease, diabetes, dropsy, etc., depends largely on the stage of the disease at which it is taken. If treatment is begun before the tissues are too far wasted away, Dr. Chase's Kidney-Liver Pills will positively cure you, and promptly at that.

Mr. John Lewis, Surrey Centre, B. C., states: "I have been troubled with kidney disease and terrible pains in the back for over a year. Dr. Chase's Kidney-Liver Pills have taken the pains away and are curing me. They are good pills for the kidneys."

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# Coal Struck Near Dawson.

## Large and Valuable Deposit Found on Rock Creek, Klondike River.

## Canadian Meat Contract Awarded to an American Company.

Frank Durand, W. D. McKay, C. C. McKay, J. W. Marebank, Mrs. L. Friedman, J. E. Gandolfo and Hugh Morell were among the passengers to arrive here from the North on the steamer Dirigo yesterday morning. The steamer arrived at 4 o'clock and remained only an hour in port before proceeding to the Sound. She had forty passengers and 130 tons of general freight all told, only those mentioned, however, landing here. The McKay brothers, formerly Kootenay miners; Frank Durand and John Marchbank are traders and they brought down from Dawson a large amount of gold and paper money. They have 150 pounds of dust between them, which they entrusted to the care of the Bank of British Columbia. It was worth $16 an ounce when they left Dawson but they say that $15 was the best that was offered them here for it yesterday.

C. C. McKay is a well known cattleman of East Kootenay, and is owner now of mineral property in the North that should bring him in a fortune larger than that which he and his companions deposited in the bank yesterday. On Rock creek, a tributary of the Klondike river, eighteen miles from Dawson, he has located a coal mine, which he says contains the best bituminous fuel and in large quantity. Rock creek has just sprung into prominence through the highly mineralized quartz which has been discovered on it, causing, just before the men left Dawson, more or less of a stampede to the district. The richness of the quartz is variously computed, some asserting that it runs into the thousands in gold and others that it only assays $2.20 to the ton.

Mr. McKay and his partners have a poor opinion of the Canadian officials in the Klondike and threaten to make public over their own signature transactions in which the Dawson authorities have been interested, which are decidedly shady. Tenders were called by Capt. Steele for supplying meat to the North West mounted police about the last of July. Mr. McKay says he sent in his tender with many others, but the contract was awarded to an American company, despite the fact that its tender was not the lowest received. Jack Dalton was the successful man and his representative came down by the Dirigo to at once make the first purchases in Oregon. Mr. McKay says the royalty prevents prospecting. It should, he thinks be collected on the net proceeds of a mine and not on the gross returns as at present. A mine might yield $25,000 and yet cost in wages and development work 50 per cent. of this amount.

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