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Wife's Death Causes Suicide

J. H. Gilchrist Believed to Have Ended His Life With Strychnine.

Sad Wreck of a Happy Home —Three Orphans Well Cared For.

The fear that J. H. Gilchrist, of Craigflower road, committed suicide because of grief at the death of his well-loved wife, became a practical certainty yesterday morning, when the police were informed by Mr. C. H. Bowes that a man fully answering the description of the missing carpenter was the purchaser of ten grains of strychnine at his pharmacy on Government street last Friday evening—only a short time after Gilchrist had alarmed his friends by asserting that he had no longer anyone nor anything to live for.

Such a man was seen, too, early on Saturday morning, walking rapidly in the direction of Macaulay Point—and the police, as well as friends of the unhappy family, are convinced that Gilchrist either died by the agonies of strychnine poisoning or hurled himself from the rocks, to perish by drowning. It is quite possible that, to make assurance doubly sure, he took the poison and then cast himself into the waters of the Straits.

All that was mortal of the wife and mother was borne to the grave in Ross Bay cemetery on Sunday afternoon. It was a dreary, rain-saddened day, and the hearts of the mourners were made doubly heavy by the tragedy that they could not but feel was woven about the disappearance of the husband and father. Rev. Dr. Wilson, of the Church of Our Lord, officiated, assisted by Rev. D. MacRae, pastor of St. Paul's church, Victoria West. Messrs. L. Tait, C. W. Jenkinson, R. J. Styles, J. Nankivel, J. Atkins and L. Rutter were the pall-bearers. Others of the residents of the western suburb, where Mr. and Mrs. Gilchrist had for some time past been residents, attended the funeral in numbers, or laid summer flowers upon the casket in token of their sincere distress and sympathy.

Both Mr. and Mrs. Gilchrist were of English birth, but had lived in Victoria for many years, being notable for their mutual devotion in their married life, carried indeed to an extreme that had won for them a reputation for mild eccentricity. They were inseparables, and each found complete happiness in the society of the other. When the children came—for there are three in the little family so suddenly bereft of both father and mother—they were the constant companions of both parents whenever they appeared in public. Mr. Gilchrist invariably carrying the youngest, even when the "long-dresses" period of babyhood had not been passed.

It was to have been expected that the home would at least have been comfortably furnished, for the bread-winner had always been employed at the highest wages paid his craft, and was economical even to penuriousness in his daily life; yet when death opened the doors to the neighbors, it was found that the home was fitted with a scantiness common only to the living places of the very poor, and happily seldom met with in Victoria. There were, for example, few ordinary dishes or cooking utensils; the children's mattresses were placed on the floor for want of bedsteads; and the blankets were woefully scant and few.

What disposition Mr. Gilchrist could have made of his money is accordingly puzzling the western suburb almost as much as the mystery of his fate.

The West Victorians have not let curiosity blind them, however, to the duties of humanity and the necessities of a pitiful case, and the three helpless and orphaned children have been taken into comfortable homes, where they will be made to feel that they are welcome until Mrs. Gilchrist's relatives in England can be communicated with. It is understood that they are people of both wealth and prominence.

Mr. Gilchrist was a man of perhaps 35 years, the fact that England was his country betrayed in every word of his speech. His height was about six feet; his frame substantially large. He had bluish-grey eyes; a heavy sandy moustache and small "mutton-chop" whiskers; hair of the same color as his moustache; and usually dressed in light grey.

It was a man of this description that was seen hurrying to Point Macaulay on Saturday morning. It was just such a man who came to Mr. Bowes on Friday evening, in search of ten grains of strychnine for the stated purpose of killing a cat. Mr. Bowes when shown a photograph of the missing Gilchrist, identified it as that of his Friday evening customer.

The applicant for strychnine had stated to the druggist that his name was Pelly and his residence 31 Bay street. He had said that the poison was not for his own use, but for that of a neighbor named Gilchrist who wanted it to destroy an annoying cat. There are two Bay streets in Victoria, but on neither is there a No. 31, nor a resident named Pelly.

It is therefore almost beyond question that unhappy Gilchrist was the purchaser of the poison, and that he has used it with fatal effect. Sergeant Hawton, Special Officer Johnston and Constables Redgrave and Walker, all of whom have been engaged in the search, find all their discoveries in the case bearing corroboratively in this direction.

AUSTRALIAN SHARES SYSTEM.

A new and practical development of the co-operative principle is rapidly gaining ground in the Australian agricultural districts, especially those of New South Wales. It is known as the shares system, and represents combined effort on the part of landlord and tenant in agricultural production, the profits, after payment of expenses, being divided in proportions mutually agreed upon before-hand. The terms vary according to local conditions, but the system brings landlord and tenant closer together than is possible under any other tenure, giving to the former absolute security for his rent, and the latter security for his labor and the assurance that a crop failure will not render him liable for rent which has not been earned. The system owes its introduction to the fact that the heavy losses of stock occasioned by drought and other causes during a series of years have taught many of the great pastoralists the unwisdom of depending for revenue on wool alone, more particularly considering that much of the land devoted to grazing purposes is eminently suitable for agriculture. Hence several conceived the idea of cutting up portions of their estates into small farms and leasing them to suitable tenants on mutually advantageous terms. The system in New South Wales and Victoria, where it has been most largely adopted, is much the same. The leases have a currency of three or more years, and the land is handed over to the tenant fit for the plough—that is to say, all the small timber is taken out, and the larger trees rung, excepting those reserved for shade. The tenant finds the seed and all labor, horses, implements and machinery required for putting in and taking off the crop, receiving two-thirds of the produce in payment. In addition to providing the land, the owners in some instances provide bags for a third of the crop, which is their payment, and pay for all water used in irrigation. This last provision is much appreciated by tenants, as all they have to do when desiring to irrigate, either before ploughing or when the crop is growing, is to provide labor for putting the water on the land. The farmer, under this system, is under no obligation to expend any of his capital in taking up land, while the land owner is freed from all the trouble and worry of management. In not a few instances the tenants have the option of purchasing the farms leased by them, and in this way many have become small freeholders. For practical agriculturists desirous of settling in New South Wales no better system could be devised, as it enables them to make a profitable use of their capital, instead of having to lock it up in land. The immensity of the area under sheep enables many thousands of acres being placed under cultivation, without risking a shortage in the supply of wool from that cause alone. Moreover, the New South Wales pastoralists are beginning to realize the fact that in wool and meat production quality is of more importance than quantity. The shares system is also applied to dairy farming, and with marked success. No tenant is allowed to have a farm too large to be properly managed by himself. The result is that, as a rule, each farm is cultivated to its fullest extent. Wheat is the favorite crop, lucerne coming next. The landowners in some instances furnish the whole of the requisite machinery, the tenants resorting to the ballot as a means of deciding the order of use. The earlier crops are always rich by reason of the land having been grazed over by stock for many years, but as the cropping continues, frequent manuring becomes necessary. In the majority of instances the farmers working on the shares principle earn considerably more than is required for the maintenance of themselves and families, and this surplus profit generally goes to the formation of a fund for the purchase of the farms leased by them, where there exists no stipulation to the ocntrary.

FUNERAL OF J. H. TODD.

Large Number of Representative Citizens Follow the Remains to the Grave.

Victoria yesterday, through her representative citiens, paid the last mark of respect to one of the men who played a prominent part in her upbuildng, Mr. J. H. Todd. The funeral was very largely attended by professional and business men, and many of the old Cariboo miners, who knew the deceased in his younger days, while others showed their sympathy by sending floral tributes. The government was represented by Premier Semlin, the city by Mayor Redfern, and the Board of Trade by the Vice-President and the members of the council. The cortege left the residence, Johnson street, at 2:30 and proceeded to St. John's church, where it was met by Bishop Perrin and Canon Beanlands, the latter reading the opening sentence of the burial service as the casket was being taken down the aisle, the organist, Mr. A. Langfield, playing very softly, "O, Rest in the Lord." The choir then chanted the 90th Psalm, and the lesson was very impressively read by the Bishop, at the conclusion of which Mrs. Janion sang, "Nearer My God to Thee," with very great pathos and feeling, her rich contralto voice being heard to great advantage. After the Bishop had read the concluding prayers the choir sang, "Peace, Perfect Peace," kneelng. As the cortege left the church Mr. Langford played the funeral hymn, "Vital Spark."

The pall-bearers were Messrs. Thomas Earl, M.P., John Jessop, M. T. Johnson, J. C. Devlin, S. J. Pitts and Theodore Lubbe.

THE PASSING STRANGERS.

San Francisco Steamers Bring and Take Away Many Passengers.

Many people passed through the city yesterday, who arrived and departed on San Francisco steamers. The Walla Walla from the Golden Gate was the first to arrive, reaching port in early morning with nearly two hundred passengers aboard for Victoria and Puget Sound cities. On the City of Puebla, sailing south in the evening, there was even a larger crowd. There embarked at Victoria T. Donovon and wife, Miss Donovon, Mrs. Lawmeister and son, Mrs. C. and Miss Lena Nangle, Rev. J. H. Gilbert and wife, H. Watkinson, C. H. Aspland, Miss M. Farrer, Mrs. F. Saunders, Mrs. Bickford, T. G. Dunn, J. Judd Mason, A. B. Brewin, Prof. Tresle and party, Miss E. O. Aspland, Miss C. Smith, Miss M. McKenzie, H. H. Williams and wife, Cleveland party of six, M. W. Elston, C. F. Flack and wife, N. Courtier and wife, L. Babayon, D. McNair, F. H. Daniels, and C. H. Rowlands. The Walla Walla while at Victoria landed 223 8-10 tons of freight.

A SMART TOW.

The "Pilot" Reaches San Francisco After a Creditable Run South.

Tug Pilot reached San Francisco with her tow on Tuesday last after making the trip in six days, just double the time it takes a Pacific mail ship to cover the distance. It was a smart run, and if Capt. Butler does as he expected he will be back here in 15 days. Three days of this tme was to be taken in discharging the vessel at San Francisco, and the balance of the time was to be occupied on the return trip, which it is thought will be rougher than the southern voyage, inasmuch as at this season of the year the winds prevail generally from the north.

ON EVERY BOTTLE

Of Shiloh's Consumption Cure is this guarantee: "All we ask of you is to use two-thirds of the contents of this bottle faithfully, then if you can say you are not benefited return the bottle to your druggist and he may refund the price paid. Price 25 cts., 50 cets. and $1.00. Sold by Hendersen Bros.

Suspended by The Benchers.

Law Society, Consider the Charge of Champerty Against Mr. Martin.

Given Time in Which to Appeal Before Suspension Becomes Effective.

Mr. Joseph Martin, ex-attorney-general of British Columbia, was yesterday suspended by the benchers of the law society for one week, the suspension to take effect on October 1, for practising champerty. This date mentioned was chosen to enable Mr. Martin to appeal from the decision of the benchers to the Full court, at its September sitting, and thus have the courts pass on the matter before the suspension takes effect. There is some doubt as to whether the old English law prohibiting the practice of champerty applies to British Columbia.

The charge against Mr. Martin was formally made at the last meeting of the benchers, the complainant being W. L. Nichol, defendant in the case of Canessa vs. Nichol. He claimed that Mr. Martin, who was acting as counsel for Canessa, entered into an agreement with Canessa that if he won the case he was to receive half the money the court awarded Canessa, and a lease of a quarry, over which the action arose, at a nominal rental. Several witnesses were examined before the benchers yesterday, after which Mr. Martin admitted the charge, and the suspension was decided upon. The resolution passed follows:

"That upon reading the complaint made by W. L. Nichol against Joseph Martin, Q. C., a barrister and solicitor of the Supreme Court of British Columbia, and upon hearing the evidence of John Canessa, Lewis Blair Hesse, Minnie Vincenzi, David Stevenson Walbridge and B. H. T. Drake, and Mr. Martin appearing in person, and after the said witnesses were examined admitting that he entered into the agreement in the said complaint referred to;

"Resolved, That after careful consideration of the said complaint, the benchers are of the opinion that the said Joseph Martin has been guilty of champerty and that he be suspended from practice as a barrister and solicitor of the Supreme Court of British Columbia during the first week in October next."

THE RAILWAY SUBSIDIES.

Colonel Prior Champions the Claims of British Columbia.

In the course of the debate on the railway subsidies bill Colonel Prior said:

"Mr. Chairman, as this seems to be a general discussion on the subsidies the government have brought down, I wish to say a few words before the motion is put. On looking over the subsidies, I find that the huge amount of nearly $7,000,000 is asked for railways, all the way from 100 miles in length to 2, 6, 9 miles, and even to one-sixty-six hundredths of a mile—a little over a half-mile. I do not know why subsidies are given to lines like these, because I cannot believe that they could not get capital to build those small lines, if they will pay. In looking over all those subsidies, I find there are large amounts given to every province except one—British Columbia. That seems to me very strange. There is not one single dollar given to a railway in the province of British Columbia. I may say, Mr. Chairman, that I firmly believe in the policy of aiding railways, either by land grants or by subsidies of money. I know that in a country like Canada, especially in the more unsettled portions of Canada, it is impossible to get private enterprise to take hold of those undertakings and to open up the country as they should be opened up, without government assistance. For years past huge sums of money have been expended in the older provinces, nearly altogether. They have been spoon-fed by the government in subsidized roads, until now almost the whole country is honeycombed with railroads. But, sir, that is very far from the case in the West, and I think it is time that the government came to the conclusion that British Columbia and the Northwest—I am speaking more particularly for British Columbia—are to get their fair share of any public moneys going. I may say there is no richer portion of the country than that same province of British Columbia. I do not wish to go into statistics to prove it, because I took occasion some weeks ago to do so. I showed that British Columbia, as a whole, was the third greatest contributor to the Dominion treasury in the whole of the confederated provinces. I need only to call attention to just one portion of British Columbia. That is the district of Kootenay, which is known over the whole civilized world. We have seen large amounts of gold and silver coming out of the mines in that district, and I am very glad to say that I believe Canada will see the very same thing on just as large a scale on Vancouver Island. The mines that are being opened up there now are showing up just as good as the mines did in Kootenay, when they had only the same amount of money spent upon them. The members of the government must certainly have been applied to in the way of subsidies for British Columbia railways, and I would like to know the reason why they have not given us assistance. There was one railway that the people of British Columbia wanted—the Victoria, Vancouver & Eastern Railway. This is a line that they might well have given assistance to. It would run from Vancouver through the country towards Boundary creek, and on to the Kootenay country. Another line was that of the Nanaimo & Wellington, running north up to the head of Vancouver Island. This is a line that would open up a fine tract of mineral, timber and agricultural country. I am very sorry to see that there is not a sum placed in the estimates for this road. Another road that is greatly required is that from Kamloops or Ashcroft up into the Cariboo district. This line has been wanted for many years. The only means of communication into the Cariboo country is the old Cariboo wagon road. It is out of date at present. Machinery is required in there to make those mines pay, and there is no doubt, if a railroad were built there, it would be a paying concern within a year or two. The people of British Columbia require it, and I am surprised that the influence of the honorable member for Yale and Cariboo (Mr. Bostock), who we hear so much of, has not been sufficient to show the government that they were wanting in their duty in not giving a subsidy to that road. I might say that if the government wished to do justice to the province, they might have given a subsidy to a portion of the British Pacific railway. That railway is one that is supposed to run, and I am sure will run, from Vancouver Island across the Seymour Narrows, up through Cariboo to the Yellowhead Pass. I see that item 41 gives a subsidy for 50 miles to the Edmonton, Yukon, Pacific railway, a line running from South Edmonton and North Edmonton on to the Yellowhead Pass. Although it comes to the confines of the province, still there is not one dollar going to be asked for the province of British Columbia. The government saw fit to bring down a vote of $1,270,000 for the province of Prince Edward Island. It is a province with a small population, like British Columbia, and if they can do that for a province like Prince Edward Island, surely they might give a million dollars, or two millions, for British Columbia. The British Columbia members are always met with the answer, whenever they say anything about expenditure to honorable gentlemen on both sides of this house: "Look at the huge amount of money we spent on you in building the Canadian Pacific railway." I take exception to that altogether. The construction of the Canadian Pacific railway was a part of the terms of confederation, and the railway would be no good to the eastern portion of the Dominion if it had not gone through British Columbia. So we can cry quits on that. And because it was more expensive to build through the mountain sections of British Columbia than it was over the plains or in Eastern Canada, is no argument why that should be put down to the debit of British Columbia. I do not wish to take up the time of the house at this late hour of the session, but I wish to renew my emphatic protest against the neglect shown by the government. I consider that it is an insult to British Columbia to bring down this huge amount of railway subsidies without a single dollar for the province of British Columbia.

Later on in the debate the Minister of Railways said:

Now, coming to my honorable friend from the city of Victoria (Mr. Prior), he has, I regret to say, exhibited what I do not think any other gentleman who has taken part in this discussion has exhibited—that is to say, a spirit of sectionalism in the discussion of these propositions.

Mr. Prior—No other honorable gentleman in this house has any occasion to be sectional, because British Columbia is the one province that has been left out altogether. As soon as ever a British Columbia member gets up and says anything for his province, he is always told he is sectional.

The Minister of Railways and Canals—The very fact that the honorable gentleman pleads that excuse is the best evidence that can be afforded of the truth of the charge I made. I say the member for Victoria has not any groundwork upon which to charge this government, or even this parliament, with sectionalism. I do not think he can point to any disposition evidenced at all by the action of this government since it has been dealing with public affairs, in which we have evinced any unwillingness to treat every part of this Dominion in the same fair, just and reasonable manner. I understand that my honorable friend comes from a province which he says has received no consideration in these subsidies, when the very last time the government had railway propositions to submit to parliament they gave in effect $3,000,000 to help a railway enterprise, exclusively or largely for the benefit of the province of British Columbia. Does my honorable friend think it a reasonable proposition to submit to this house that every time the government asks for aid to an enterprise, it must needs dole out the money in equal proportions to every province of the Dominion, irrespective of whether they have any particular work or undertaking which has a claim in itself, because of its own intrinsic merits, upon the bounty of the Dominion? I take it my honorable friend is giving away entirely to a local sentiment which is not worthy of him, which is not justified, and which, when you have regard to the treatment that province has already received up to this time, has no foundation in fact. I would have judged, and I will not say it in any unfriendly disposition to my honorable friend—I would have judged from what occurred in this house no later than last year, that he considered he had railways enough in the province of British Columbia, for if my memory serves me right, while my honorable friend was opposed to allowing a company which was incorporated for the purpose and was ready to prosecute and push forward the enterprise of building the Kettle River railway in that province—

Mr. Prior—Does the honorable gentleman say I was opposed to that?

The Minister of Railways and Canals—I think so.

Mr. Prior—The honorable gentleman better be careful before he makes a statement like that. I would like him to show one single word I spoke in opposition.

The Minister of Railways and Canals—I take it the honorable gentleman was opposed to it, or else he would not have paired with a gentleman who was in favor of it. Did not the honorable gentleman pair as against the Kettle River project?

Mr. Prior—No, I did not pair for it, or against it.

The Minister of Railways and Canals—Well, I accept unqualifiedly the honorable gentleman's statement, if he says that he did not pair on the vote on the Kettle River Railway against the incorporation of the company for the construction of that road.

Mr. Prior—I want to say that I never paired to miss any vote since I have been in the house.

The Minister of Railways and Canals—Well, was the honorable gentleman paired on that vote? Is he certain that he was not?

Mr. Prior—I do not think I was in Ottawa.

The Minister of Railways and Canals—The honorable gentleman is not certain of it; he is not sure that he did not pair on that vote. Well, if he did pair on that vote against the Kettle River charter, I am warranted in assuming and drawing the inference I did that he was then, at all events, of opinion that the province of British Columbia had railways enough and did not want any more.

Mr. Prior—That is no argument.

The Minister of Railways and Canals—If my honorable friend, in point of fact, did not pair, and did not take any action one way or the other against it, of course I withdraw the statement I made, which was entirely founded on the assumption that he did oppose the charter to the Kettle River Railway.

A man's wife should always be the same especially to her husband, but if she is weak and nervous, and uses Carter's Iron Pills, she cannot be for they make her "feel like a different person," so they all say, and their husbands say so too!

Great Mines Of Oregon.

Rich Quartz Deposits Being Developed by British and Canadians.

A Hitherto Little Known Gold Producing Country Briefly Described.

Sumpter, Oregon, Aug. 9.

When in 1861 the fatal shot was fired at Sumpter that let loose the dogs of civil war, little was known of Oregon or its gold mines. It took many weary months for the momentous news to cross the plains and reach the pioneers. But when it did it was eagerly and anxiously discussed by the camp fires of the adventurers who were chasing gold in the Blue mountains. The principal camp was near the head waters of the Powder River, and the miners by unanimous consent decreed that that spot should henceforth be called Sumpter. Such is the origin of the town of Sumpter, and it is now, as it was then, a mining camp, and nothing more.

But its growth has been by no means commensurate with the golden promise of its birth. And thereby hangs a tale. A few days ago I climbed one of the peaks of the Blue Mountains the better to gauge the nature and the contour of the country. And from a vantage ground seven thousand feet high, I surveyed scene after scene of mountain majesty and beauty. Three of these mountains, the Powder, the John Day and the Burnt river. Look at a map of Oregon and trace these rivers to the mountains where their tributaries ramify, and you will get some idea of the nature of a region that is as rich in treasure as any on the globe.

Multitudinous torrents, creeks and rivulets make music in the glens and gorges, and the hunter who chases game and gold through these forest clothed mountains, must be an old-timer before he can tell you whether the murmuring brook in the gorge below is tributary to the John Day, to the Powder or to the Burnt river.

My observations from the crest of Ibex mountain revealed the glens and vales, canyons and gorges. Glorious primaeval forests carpet every valley, slope and summit, except the haughty brow of Bald mountain and th rugged crests of the Green Horn far away to the West.

How paltry words are to describe such scenes as these. A myriad mountain tops, and above a sky of the darkest azure and below countless ravines and glens, and those vast primaeval forests that seem as ancient as the eternal hills. The first glimpse of the tossed and heaving ocean fills the mind of romantic youth with awe and wonder; but a vision of sublime mountain scenery like that which fills the eye from the summit of the Ibex is far more wondrous and far more awe inspiring.

And it is in the midst of these mountains that nature has hidden fabulous golden treasure. There is not a torrent, stream, rivulet or river born in this mountain land which does not roll over sands of gold. For well nigh forty years the placer miner has been digging the yellow metal out of the sands and bars of every river whose source is here. And strange to say, the hydraulic miner has not taken half the gold out yet. The very best of the pioneer ground is still to be worked as soon as proper dredging methods are employed. The day of the pan and the rocker is gone forever, the hum of the dredge is to come.

It is impossible to give any conception of the amount of gold taken from this country by placer miners in the last forty years. No statistics have been kept, and California and Idaho have been credited with most of it.

The First National Bank people at Baker City tell me that $600,000 in gold dust or bullion was shipped by them last year, and that could not possibly have been half of the gold dust or bullion produced. And in addition there must have been fully $600,000 sent out in concentrates or in ore, and yet the government's return for the gold production of the whole of Oregon was little over a million. As far as Oregon is concerned, the government's statistics of gold production are a farce.*

Mr. McComas, of Baker, a picturesque and worthy survival of the pioneer days, tells me that he collects the time when some six or seven thousand placer miners were working in the Sumpter district. The amount of gold taken out by successful miners in the forty years he places at a fabulous sum; but all my observations in this country convince me that the river beds still hold a greater part of the placer gold.

It was not till a few years back that my attention was given to quartz gold. The old-timers had no use for quartz mining. They sought only gold that could be easily won, and though they hunted elk and deer and grouse over these mountains, and stumbled over quartz ledges of inestimable value, they never made a location or drilled a hole.

Jonathan Bourne, of Portland, seems to have been the first to realize that the Blue mountains might be as valuable for quartz as for placer. He took hold of a quartz property up Cracker creek, six miles to the West of Sumpter, and built a twenty-stamp mill, and developed a great mine. The mining camps of Bourne grew up around this mine and mill, and it proved the wealth of Oregon's quartz ledges. But later, Bourne's E. & E. got into litigation, and it has been closed down and the the West of Sumpter, Mr. James Steel, another Portland man, took hold of a quartz ledge called the Bonanza. He spent some thirty thousand dollars developing it, and then threw it up in despair. The mine was in debt to Mr. Geiser, and when the latter died the Bonanza mine reverted to the Geiser estate. In 1891 Albert Geiser, the eldest son, made an examination of the property, and he resolved to work it and build a mill. He had to haul his machinery about fifty miles over mountain roads, and when he started to grind out the gold he was heavily in debt. There were old-timers who said that Al. Geiser was crazy, and that the Bonanza would ruin him and his family. "But," remarked Mr. Geiser to me last Sunday, "I have kept right along. I have increased my plant year by year, and in less than eight years the Bonanza has produced $1,125,000 in gold." Albert Geiser has two brothers and two sisters, and in those eight years he gave each of them $100,000 out of the profits of the Bonanza mine.

Quite recently he has sold the property to a Mr. Hayes, of Philadelphia, for something like one million dollars. The new owner has begun by enlarging the mill to forty stamps, so that the Bonanza is now producing double the quantity of gold that it has produced in the past. The Bonanza has 4,500 feet of a great ledge, 1,500 feet of this has been exposed on one level, and the ore body will average twenty feet wide. Every part of this ore body will pay to mine, but there are rie hstreaks in it that have to be packed and shipped to save the values. There is enough development work done on the Bonanza to justify the erection of a hundred-stamp mill, and there is enough ore already blocked out to justify the belief that the Bonanza will rank among the richest gold mines of the country.

Seven miles West of Sumpter is the Golconda group of mines. These are owned and operated by T. F. English, of Danville, Ills., and his son. They bought these mines for some fifty thousand dollars, and they have spent in a mill and development $100,000. The mill is a chlorine-bromine plant, and can treat 150 tons a day. It is a new process, and its success at the Golconda will be watched with considerable interest. There are two well developed ore chutes in the Golconda, one from two to three feet wide will run at least seventy dollars in gold, and the other fifteen feet wide will run twenty dollars. The vein itself is probably thirty feet wide. One ore chute runs along the foot wall and the other along the hanging wall. When I was there they had about two feet of ore in the face of the drift on the rich ore chute, and a sample assay from the face went $667.

I was greatly pleased with the Golconda, and more than pleased with its owner. Mr. English is eighty years of age, and he bears his years like a youth, and is as active as any man about the mine. There must be something wonderfully fascinating about gold mining, or he would never have been engaged in it. Mr. English is rich, and has been for a generation president of the First National Bank of Illinois.

Ten years ago he did not know a mine from a wheelbarrow, and did not want to know. He was skilled in the mysteries of notes and bills and drafts, but he knew absolutely nothing about mining. He chanced to visit Spokane in 1891, and Col. Peyton induced him, much against his will, to buy two thousand shares of stock in a prospect called Le Roi. Later on Mr. English bought more, and when the great mine was sold he reaped something like a quarter of a million profit from his Le Roi investment. That probably whetted his appetite, and at eighty he finds himself Lord Paramount of a gold mine, which has all the ear marks of making just as big a mine as the famous Le Roi. And so Mr. English has left his bank behind him in Danville, and his luxurious home and his family, and his wintered in a log cabin in deep snows of Oregon's Blue mountain. He sits down at the same table and eats the same homely fare which is served to his working men. He is one of them, and he likes them and they like him, and he moves around them as happy as a debutante at her first ball. T. F. English is the type of the great race who have made the Republic what it is.

At a period of life when repose and rest have become his by right of years, and of duty well performed, he thrusts them aside and he hies him to the mountains of Oregon to open up its gold mines, to increase its trade, to add to the opportunities of the toiler an to enrich his country. Oregon needs more men of the type of Mr. English before the wonderful wealth of her gold mines will be known to the world.

It is a curious commentary on the enterprise of the rich men of Oregon that these gold mines of the Blue mountains are being chiefly operated by capitalists from Canada, England and other states. Alexander Baring, of London, one of the great firm of bankers, is operating a group of mines on Cracker creek, and has a cyanide mill running there. A Montreal company owns the Virtue Consolidated, another Montreal syndicate the Bunker Hill group, and an Ottawa syndicate owns the Keystone, with Capt. C. H. Thompson. The Bonanza now belongs to Pennsylvania folks, and Spokane parties are coming in and getting possession of some of the choicest mines.

In this letter I am unable to go farther into detail, I want to make it clear, however, that there is a great mineral zone in the Blue mountains of Oregon. That zone extends from the Seven Devils country on the Snake river to the Southeast for one hundred and twenty miles, and perhaps further. This zone is a great slate dyke from three to eight miles wide. This dyke is fissured with quartz veins that carry the gold.

One of these which seems to be the great mother lode of Oregon can be clearly traced for thirty miles across the country. It is probably the best defined and the most remarkable quartz lode on the continent. It will probably average twenty-five feet in width, and everywhere along thirty miles of country where it has been opened up, gold ore in paying quantities has been found. There are other quartz veins in the slate dyke, but there is little doubt that the great lode of which I write was the source of the vast gold deposits found on the bars and river beds of this wonderful country.

There is not a shadow of a dobt that an era of wonderful mineral development is about to dawn for Eastern Oregon, and that great fortunes await those who exploit the golden treasures of Oregon's Blue mountains. P. A. O'FARRELL.

THOSE LOOSE STONES.

To the Editor of the Colonist.

Sir—In your local column of Saturday, under the heading of "Lots of Material," you refer to the state of the road from Beacon Hill to Ross bay. Your statement is too true, and might be added to. Only last evening a lady wa sattempting to ride her bicycle from Ross Bay bridge up the slight incline to Clover Point. Firstly she came to grief in the sand, pluckily remounted, but only within 20 yards to come once more to mother earth through attempting to navigate one of the numerous gullies with which the road abounds.

I have lived here nigh on four years, and once, and only once, have the holes been patched.

A gentleman a few days ago, in passing, asked me where Ross Bay was. I told him under the bank. He cynically remarked, "I thought I was cycling on it."

From Clover Point to the bridge could be put in order by two men and a cart (the hard-pan is right on the spot) in a day. SUBSCRIBER.

Ross Bay.

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Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those 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 without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver 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 gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

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Small Pill. Small Dose. Small Price.

Victoria Land Damage Suits

Col. Prior Presses in Commons for Right to Enter Exchequer Court.

Cabinet Representation Claim Made Stronger by Admission of the Premier.

From Our Own Correspondent.

Ottawa, Aug. 7.—Slowly the session of parliament is wearing itself out, and today there are not more than one-third of the people's representatives in attendance on their parliamentary duties.

Col. Prior the other evening made a strong case in favor of compensation to thirteen gentlemen who are property owners at Macaulay Point. He pointed out that according to the admission of the departmental officers, the gentlemen who purchased land at this point from the Hudson's Bay Company for residential purposes had just ground for compensation. In 1896 three of the proprietors were offered, without prejudice, an amount equal to 25 per cent. on the amounts which had been paid for the respective properties, with interest at 6 per cent. Since then the other owners have been pressing their claims, with only indifferent success. Thus in March of this year Mr. R. W. Reford, of Montreal, one of the interested parties, was advised that the government was not responsible in any way for damages, and that therefore the claim could not be entertained. Col. Prior could not understand why some should be compensated and others in exactly the same position refused compensation. He urged that at least the government might allow them to take their cases, or one case on behalf of all, to the Exchequer court, and if the court found in favor of the claimants, then the obligation would rest on the government to see that compensation was forthcoming. Dr. Borden in reply said a memorandum on this question had been prepared for him, but unfortunately he had mislaid it. He promised Col. Prior to take up the question immediately after the session, and reach a conclusion one way or the other. He recognized that Col. Prior, being on the spot and familiar with all the circumstances, a great deal of weight was to be given to his opinion.

The discussion upon the proposed increases in salary to the ministers of customs and inland revenue was of a most interesting character. It brought up incidentally the question of provincial representation in the government. On this point Mr. Wallace made some telling observations. He alluded to the fact that the province of Quebec had seven representatives in the government, as against five from Ontario, although Ontario has 40 per cent. more representatives in the house, and 40 per cent. more population. On this basis Ontario would be entitled to ten members in the government. He did not advocate such a large cabinet, but the inference was obvious that Quebec's representation should be reduced by half. Then it was that Sir Wilfrid Laurier repudiated the views expressed by Mr. Fielding the other day, when, replying to Col. Prior, he condemned the member for Victoria for presenting the sectional view, as Mr. Fielding termed it, that all the provinces should be represented. The Premier's words were as follows:

"At no time in my career did I express the opinion that the cabinet was too numerous; on the contrary, as my experience grows, the more I hold to the view that, situated as we are, with such a large country to administer, we must have representation from all sections of the country—from the east, the centre and the west. I differ from some of my honorable friends on this question, who thought that we might reduce the number of the cabinet. I never expressed those views, nor do I entertain them now. I do not see how the present government nor any other government could dispense with any member of the cabinet, nor reduce the number. At the present time there is a complaint against the present representation in the cabinet that some of the provinces are insufficiently represented. So if we are to be logical in this matter, there is no reason at present why the cabinet should be reduced."

Why, then, the people of British Columbia may well ask, is their province not represented in the cabinet? Col. Prior, who was attentively following the debate, rose immediately after the Premier and pressed the point home. His remarks, which are well worth giving, were as follows:

"I notice that the right honorable leader of the government did not agree with the remarks made a few days ago by the minister of finance in reply to me when I asked for representation in the cabinet for British Columbia. The minister of finance took me to task and said that it was time that we got over this provincial idea, this sectionalism of which he accused me. But the right honorable first minister says there are a good many ministers required, because every part of the Dominion has to be represented. We might as well understand it at once that there is no sectionalism in this, but that Nova Scotia, New Brunswick and Prince Edward Island each expects to have one of its own men in the cabinet to represent it. Such being the case, I think this is the time for me to say once more that I think there ought to be a true British Columbian in the cabinet to represent his province."

Several opposition members objected to the retroactive feature in the bill increasing the salaries of the two ministers. It was contended that when they took office they did so under a compact with the country to accept the salaries as provided by parliament. The government, it was held, was doubtless within its rights in suggesting an increase, but it was maintained with great force that there was no justification in dating the increases back a year. Mr. McMullen, for a wonder, sided with the opposition, and when a vote was taken to strike out the retroactive clause the member for North Wellington voted with the Conservatives.

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