DYSPEPSIA

CURED BY DR. CHASE.

FOR EIGHTEEN YEARS
.W.HODGES SUFFERED
DR. CHASE'S KIDNEY-
IVER PILLS EFFECTED
N ALMOST MIRACULOUS
URE. . . . . .

rs. Edmanson, Bates & Co.,
Toronto.

ar Sirs,—I take the liberty of writing to
egarding my experience with Dr. Chase's
ey-Liver Pills, and the wonderful cure of
pepsia of 18 years' standing effected by th
three boxes. I am as well as I ever w
am a man of 64 years of age. I have
mended Dr. Chase's Kidney-Liver Pills
at number of people and they all say t
orth their weight in gold. If you de
urther statement or certificate of my c
be pleased to furnish one.

Yours truly,
W. W. HODGES,
Holland Landing, Ont.

rican Consul and the citizens of
oria generally." Certified correct.
G. C. Van Nest,
Secretary.

otes of thanks were also tendered to
respective managements of the Vic-
and Driard hotels for the use of
ing rooms for the purposes of the
mittee.

nd so ended what promised at one
e to be an unpleasant business. Mr.
. McFarland goes up on the Bristol
t. Michaels and the passengers have
s every reason to expect the best of
tment on their journey to the far
th.

RISTOL'S" PROMPT DESPATCH.

s Made for the Seizure of the Eugene
t Dawson City—Her Passenger List.

f a record for the quick despatch of a
mship was ever established that
ich Messrs. F. C. Davidge & Co.
de yesterday in the sending away of
Bristol is certainly deserving of
ce. The big ship, it is expected, will
e started for St. Michael's with
load of miners long e'er
flight this morning. It was
y yesterday morning when the vessel
ived, and the promptitude displayed
getting her off so soon can only be
preciated by those who have any
owledge of the multifarious duties at-
dant on the managing of such a ship.
arrangement the Bristol was to
k up in the straits the Eu-
e, the steamer which is to carry
passengers up the Yukon from St.
chael's to Dawson City. Among the
istol's passengers are a number of
dies who are going into the mining
siness on the Yukon. If this latter
siness does not prove profitable they
ll try another occupation—that of sew-
patches and buttons on men's cloth-
. One lady declares if this fails she
ll get married. Notwithstand-
the way the agents of
e steamer have labored in getting
r started on her voyage, some of her
assengers—those who have been agit-
ing ever since their arrival in Victoria
are not satisfied. At a meeting of
eir committee held yesterday arrange-
ents were made for the siezure of the
ugene at Dawson City. This they
aim to be able to do on the grounds
at their ticket contract with the
ents will be broken when they are
ade to pay extra for their meals aboard
e Eugene.

The passenger list of the Bristol is as
llows:

From Portland—Chas. Green, A. J.
cMaster, L. C. Karrick, Wm. Schwa-
anck, Thos. Rasmussan, Alex. Miller,
S. McDuffie, T. B. Cook, C. E. Pen-
ill, R. M. Badley, W. S. Martin, C.
rarmer, W. P. Ball, J. C. Cooly, H. H.
inka, G. W. Clarke, W. W. Cordwell,
liver S. Ohlsen, Chas. Burton, J. L.
amilton, W. Wirt, E. E. Ferguson, J.
. Jackson, A. Becker and E. N. Achison
om Seattle—W. L. Rockwell, J. D.
amlin, R. Mercy, S. W. Baker, G.
acobi, J. T. Lengham, A. Jorgens, A.
. Matteson, C. H. Hall, jr., H. C. Bra-
her, George C. Franlin, S. Hubbard, W.
. Percell, Dr. H. L. Carlisle, C. B.
rench, O. T. Switzer, Charles Ruff, D.
urdon, H. Stevens, James R. Hayden,
. J. Copeland, H. H. Brewer, C. C.
ouglass, W. L. Mabsy, W. H. Diehi,
W. T. Levy, S. J. Levy, Miss May
Walsh, Mrs. E. W. Allen, A. Corrigan,
. Mackey, W. D. Kirkpatrick, W. R.
uther, L. C. Geerlson, F. M. Schlegel-
nick, John Porter, E. W. Knight, J.
cDermott, M. Byrne, O. D. Goff, W. H.
almer, G. C. Van Nest, E. E. Adams,
E. E. Kirsh, D. D. Semple, W. F. Hall,
. N. Carroll, F. M. Lyons, H. A. Cobb,
W. Cary, Jos. Jeshra, and H. W. Winde;
rom Nanaimo—Miss Helen Dessup;
rom Victoria—C. F. Cobb, G. N. Ful-
on, Mr. and Mrs. E. B. McFarland
Mr. McFarland is the general manager
f the Portland & Alaska Trading and
Transportation Co. on the Yukon, and
s only making the round trip with the
Bristol), Doctors W. Marshall and J.
Farquhar Phillips, James Badcock, J.
A. Gibson, A. B. Roberts, C. M. Jones,
Grant Vaughan and wife, M. R. Lan-
caster, J. G. Perry, M. A. Fullock, J.
Carsons and W. W. Wright.

Which is worse, imprisonment for life or a life-long disease, like scrofula, for example? The former, certainly, would be preferable were it not that Ayer's Sarsaparilla can always come to the rescue and give the poor sufferer health, strength and happiness.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

CASCADE CITY.

A public school has been opened at Cascade City with Mr. Matheson, of Vancouver, in charge. Mr. Matheson came into the district by way of Revelstoke and Rossland and thence over the Dewdney trail to his present place of abode.—Midway Advance.

NO PLACE LIKE HOME.

Mr. G. A. Knight Returns in Preference to Dying or Wintering on the Trail.

He Gives Some of His Experiences Since He Left for the North.

Among the Victorians who returned by the Islander, having had quite enough of the Klondyke trip, is Mr. G. A. Knight, of the Mount Tolmie nursery. He comes home, as he explains it, "rather than die in the mountains or winter on the trail." How hard his experience has been may be gathered from the extracts published below from his diary—kindly placed at the disposal of the Colonist:

August 5—We moved camp to-day to the river, which is about a mile from the landing. The river is too high to get over. Just had a smash-up; the leather of the pack-saddle broke because it was so rotten. The pack turned over and the horse kicked and smashed it all to pieces and then ran away. One of the other fellows was packing with him when it occurred, near the new camp that I was clearing. I heard shouting, so looking around I saw my horse coming at full speed. I dashed out and grabbed him. Just had a feed of wild red currants that I found on a bush near the camp. If anyone comes here, tell them to bring three tents at the least, and put everything in tar sacks, well marked. There is a lot of stuff lost and stolen. I am watching our stuff, and it should have three men at least in a party. They are charging as high as 40 cents per pound to pack to the lake, which is about forty miles, so it will cost a lot if one has no horses.

August 6.—Got over the river safely. We could only take one pack at a time, because a man had to ride one horse and lead the pack horse. Weather fine and warm. Ex-conductor Kingely's party have just had an accident. They saved their horses but lost their packs in the river, and the horses nearly dropped. I have just been down to the village to get two shoes on my horse, and had to pay $2. There rre quite a lot of women in camp, some of them with revolvers in their belts. I have just crossed back over the river, which is very high, the horse washed down quite a distance and the water running over his back with me hanging on.

August 7.—Moved camp three miles to the foot of the first hill.

August 8.—Started to pack up the first hill. The steepness and jagged rocks are awful, and the horses suffer badly. I never saw such cruelty; some of their legs are cut all to pieces, and their backs are all sore. I saw dogs biting the blood off the apparels of a pack train when they were in camp. I saw six horses mired in the mud, all within the space of one hundred yards. Where the trail is not rocky it is all decayed vegetation, which makes it very bad travelling. Got our stuff up about one mile.

August 9.—Started to pack three miles over the Switchback to the Porcupine bridge. My horse went over a bluff and cut himself badly. I got him up and repacked him with one hundred pounds after leading him up to a level place. I had fifty pounds on my own back.

August 10.—Still moving stuff to the bridge.

August 11.—Got all to the bridge without any further accident.

August 12.—Things very unpleasant, so pulled out on my own hook. After this I took no more notes, but made great progress and in a few days I was in fifteen miles, but I had many difficulties to contend with. My horse threw two more shoes and had to take him back fifteen miles to get them on. The horse feed also is another difficulty one has to contend with, every few days having to go back to get a fresh supply, and the further one gets in the worse the difficulty. My horse cut up badly over another bluff and down in several mud holes. It almost breaks my heart to drive the poor brute. I am getting the sciatica bad lying on the damp ground. Everything is damp here, it is hard to start a fire for cooking. It has been raining. One of the pack trains lost six horses and another two. I am ahead of all of them that came up on the Islander with the exception of Shaw's party. They are light and have two mules and one horse. Started to-day up the hill which is called the Summit hill. It is a very bad one and the next to the Porcupine, it is three miles over, then one is back to the river almost where they started from. Then they have to go up the river about half a mile to the ford. Here packers usually camp so that they can cross in the morning when the water is low. Here it is the last pull up to the Summit, about one and a half miles, but this last pull is not a bad one—steep but not rough. Then the trail is fairly good to the lake which is about twenty miles. Well I have been running ahead so I will get back to the foot of the summit hill. The trail was in an awful condition. I had only got up a short distance before my horse was over another bluff and I thought that he would get right down into the river. But he stopped on his feet. I pulled the pack off and got him out, repacked him with one hundred pounds—made a new start—got up about a mile and over he goes again. This time when I got him out he seemed nearly dead. I threw the hundred pounds of flour in the bush and my tools that I was packing, determined to pack him no more. I came down the hill and sold my outfit for $90. The next day I started for the lake to get a job at boat building as I heard that I could get $8 per day and board. I got about six miles over the summit when I saw the police and custom house officers and they said that they had nothing to eat and had been waiting several days for the pack train. While I was there a pack train came along with stuff belonging to a lady and gentleman from Tacoma. The police told them the plight that they were in, so the lady in bloomers with a walking stick said that they could have all of the provisions that they required, so the cook was soon at work. After having our dinner I was just off for the lake when three Victorians arrived from the lake; they told me that there was plenty of work, but no grub, and that I would have to pack my grub and blankets in. So that decided it. So I started back with them. When we got back to the summit we saw the pack train camped. Shorty "the boss" told us that we could not ford the river to-night, and invited us to stay for the night with them, but some of the Victorians wanted to move on, so we went down to the river. Two got over safely, but just after a young man was swept down and nearly drowned before he could be got out. Well we two thought that it was best to accept the invitation and go back and camp for the night. We did so, and slept on apparels, and were covered with bloody blankets. We slept fairly well. In the morning while breakfast was being prepared Shorty said that he had killed four horses the day before and had been four days out making only twenty miles, and all of his stock was used up, several being disabled, and that the police stuff was dumped all along the trail. He also said that he would not take his horses back on any condition, except a few of the best animals to pick up the strayed baggage and to get horse feed. He also said that he would work on the lake end of the trail and that he had packed on all of the trails in Alaska and British Columbia and in other parts of the world, but never saw such a trail as this. We thanked them for their kindness and put for Skagway. On the way back we saw several Victorians. Speed and Stocken had the lead and had nearly all of their stuff at the ford at the foot of the Summit. Jim Todd's party was next; they had four or five men helping them through who were to get their horses for their labor. Jim said he was sick of it, as well as many others that I spoke to. I met several others, mostly on the Porcupine and Switchback. Ex-conductor Kingsley's party was camped at the Porcupine bridge, also the firemen's party, about eight miles from Skagway. The ex-conductor had lost two horses and the firemen one. I got to Skagway. I went packing for $5 per day, but could only stand it for three and a half days. My sciatica got so bad that I could scarcely stand. I packed fifty and sixty pounds, and used to go nine miles twice daily and back, making thirty-six miles. It is enough to kill a strong man over such a trail, leave alone one with a weak back. I used to pack past the conductors and firemen, and my last night on the trail I stayed with the conductors. I spoke to spoke to several old experienced miners and returned with one, Mr. Taylor, and they said they never would have tackled it had they known what they would have to go through. The trail stinks with dead horses. Of course many have owners, but all suffer more or less. Some times a horse disappears so suddenly that it is never seen again till hundreds of feet below a mangled mass. There is going to be great suffering and a large number will never get through. It was said that there were over two thousand head of animals on the trail before I left. Mr. J. Baker had just bought eight horses for $550 and made the first start after waiting there a month. He told me that if nothing occurred he would be three weeks at the least getting to the lake and they have their boat made ready for a start. I could write a great deal more, but I think this is already too long. Concluding I would say a word in praise of the way that the Islander is managed. Every one from Captain John to the lowest sailor did all that they could do for the passengers to make them comfortable and every one spoke in praise of the management of the ship."

THE CITY.

Miss S. F. Smith reopens her music studio at 57 Fort street on Monday next.

The ladies of St. Mary's Guild, Metchosin, will hold their annual harvest festival on Wednesday, September 8th. There will be a bazaar at 3 o'clock in the afternoon when some useful articles will be offered for sale. The doors open at 7 o'clock in the evening for dancing as usual.

Thirty dollars was collected in fines in the city police court yesterday, the contributors being a lonely woman drunk and an intemperate Siwash. The old offender, Ah Sing, who had been charged as a supplyer, managed for once to secure his acquittal, although the police have little doubt that he was the quilty party.

Routine business engaged the attention of the Jubilee hospital board at the regular August meeting last evening. The salary list was duly passed; a welcome donation of $20 was received from Mr. G. A. Kirk; and a report was received from a special committee which, however, will be revised, and again presented at an adjourned meeting on Friday of this week.

Captain Lewis, who will command the Eugene on her voyage up the Yukon river, may be trusted to take that vessel safely to her far away destination, if his previous record on the waters of that river be any criterion. As long ago as 1869 the burly captain navigated the now famous river, and if success be achieved on this expedition, it will doubtless be due in no small measure to his careful management.

There was an especially large congregation at the Victoria West Methodist church on Sunday evening last, when a song service was given with an address by Principal Easton of Columbia College, Westminster. One of the features of the evening of good music was the solo, "Calvary" (Rodney), most effectively rendered by Rev. Mr. Hicks' brother, Mr. Gideon Hicks, the well-known Vancouver baritone.

Mr. Winfield Robbins, of New York, arrived down from Alaska on the Islander. He is a scientist, with the necessary funds to travel whither he wills, hunting new fields for ethnological research. He has visited many portions of the world during his investigations, and learning recently of the discovery of prehistoric temples in the island of Java, will return here shortly to proceed to that country by way of the Empress line.

W. F. Tye, chief engineer of the Columbia & Western R. R., is at the Driard. Mr. Tye says that construction has advanced to that stage on the Trail-Robson portion of the line, to permit of trains being run before the end of September. Location parties are being started on the line from Robson westward and from Penticton eastward, and the whole length of line located so that early construction work may proceed.

A RAILROAD MAGNATE.

Vice President Shaughnessy's Expectations of British Columbia Are Being Realized.

The Crow's Nest Pass Road Will Be Completed Next Summer.

"I expect the Crow's Nest Pass road will be open for traffic by September first, eighteen hundred and ninety-eight." Thus Vice-President Shaughnessy of the C.P.R. answered a question asked him by a Colonist reporter last evening and although with that caution which is characteristic of the genial vice-president he added the saving clause "unless of course we meet with unforseen and unexpected difficulties," it may be taken as an assurred fact that the extension through the Crow's Nest Pass will be completed within a very short time of the date mentioned.

It is two years since Mr. Shaughnessy last visited British Columbia, and he looked forward with especial interest to his trip out here this month, being anxious to see for himself whether the reports received in Montreal of the prodigious development of the mining country predicted by him in 1896, were correct. "And," says Mr. Shaughnessy "I am more than ever convinced that the future of this province is one which every citizen of the Dominion will be proud of."

Leaving Montreal a month ago the Vice President has made a thorough inspection of the entire system, and has visited all the centres of the mining industry with the view of assertaining the present conditions, to enable him to decide upon what is needed to most advantageously develop the vast territory which is tributary to the C.P.R.

From Lethbridge Mr. Shaughnessy drove to the summit of the Crow's Nest Pass to inspect the route and to examine the work being done. From three thousand to thirty-five hundred men are employed constantly and the grading is proceeding with all possible speed. Asked whether the men employed are all Canadian citizens, the Vice-President replied: "The terms of the contract made by us with the government include that stipulation," and the reporter discreetly changed the subject.

"The exceptionally good harvest in Manitoba and the Northwest Territories has entailed upon the company a vast amount of work in the transportation of laborers and the building of additional cars, and Mr. Shaughnessy says that the estimate published by the Manitoba government of a probable yield of seventeen bushels to the acre is more likely to be exceeded than otherwise. The crop of 1895 in Manitoba, which was phenomenal, may not be beaten by this year's, but in the Northwest Territories the yield will exceed anything yet recorded.

Turning to matters of international importance, Mr. Shaughnessy said that he had no information which would enable him to express an opinion as to the likelihood of the United States government insisting upon the enforcement of the much talked of clause 15 of the Dingley bill. "If they should put the most stringent interpretation upon that measure it would undoubtedly "affect the business of the C.P.R.", continued he, "but if they do, it is altogether likely that the Dominion government would adopt similar measures, which would have the result of benefitting the Canadian roads by the amount of traffic which under existing circumstances the United States companies derive from the transportation of goods in bond through their territory."

As to the Slocan and Kootenay districts Mr. Shaughnessy is more than pleased with the fulfilment of the predictions made by him two years ago. When the mineral wealth of these districts was yet in doubt, and the growth of the industry was looked upon as very problematical, there was no one who had more faith in the country than Mr. Shaughnessy and it is therefore particularly gratifying to him to have his most sanguine hopes realized.

The new boat on the Kootenay Lake now being built will be equal in all respects to the best of the company's vessels now plying on the lakes and rivers in the interior, and the road from Slocan City to the Slocan crossing on the Kootenay river being now practically completed the transportation facilities provided by the company in the mining districts are keeping pace even with the rapid growth of the country itself.

Mr. Shaughnessy seems to be of opinion that the reported sale of the Canadian-Australian steamers to the British India Company is a mistake, caused probably by the sale by Mr. James Huddart of his interests to the new Canadian-Australian Co. being misunderstood. On this point, however, Mr. Shaugnessy is not in a position to speak with certainty, "but," he added, "should the reported transferrence of the Australian liners to the B. I. Co. be correct, and it leads to better and faster boats being put into service on that route, we will be more than pleased with the deal."

The era of railroad construction in British Columbia is, in the opinion of Mr. Shaughnessy, now but commencing, and the very bright prospects which are ahead of this province are more than sufficient to warrant him in saying that to the western business the C. P. R. will continue to pay that attention which has always been a marked feature of their policy.

The Dominion steamer Quadra left for Vancouver on Sunday to there receive as a passenger W. F. Jennings, C. E., who has been commisioned by the Dominion government to report upon the route to Telegraph creek to Teslin lake. Amongst the party who will accompany Mr. Jennings is Wm. Ogilvie, whose father N. W. Ogilvie has done good work on the Alaska boundary survey. Mr. Jennings is no stranger to British Columbia having been one of the surveyors sent out here in 1875. Although the Stickeen river route will receive special attention Mr. Jenning's instructions include an examination and report upon all the present routes into the Yukon country.

The blanching of the hair, and its tendency to fall off can be prevented, and the natural color restored by Hall's Vegetable Sicilian Hair Renewer.

THREE YEARS' IMPRISONMENT.

Adair, the Australian Embezzler, Receives His Sentence From the Brisbane Court.

Advices have just reached Victoria that C. T. H. Adair, the Australasian embezzler, who was apprehended in this city by constables Atkins and McKenna, of the provincial police, has had his trial, and received his sentence in the Supreme court at Brisbane, being condemned to spend the next three years of his life at hard labor in the colonial prison. The total amount of his defalcation is found to be not a thousand pounds only, but numerous large amounts approximating three thousand seven hundred and fifty pounds, or, roughly, $20,000.

TAKES HIS MEDICINE GAMELY.

W. C. Milner, collector of customs of Dorchester, N.B., was dismissed for partizanship. He says:

"If my dismissal is in consequence of my former position as an active worker in the Conservative party, I accept it as a compliment, because any man having the interest of the country at heart ought to be pround to make some sacrifice for a party to which this country owes so much of its progress and prosperity, and the general policy of which its opponents pay it the extreme praise of adopting."

DISASTER AND DEATH.

Four Venturesome Miners Meet With Their Fate in Northern Waters.

After Six Awful Hours of Exposure Four Survivors Are Rescued.

The C.P.N. steamer Islander, which returned to port on Sunday, reports the latest and most serious accident that has occurred since the rush to the Northwestern goldfields commenced. A party of British Columbia and Seattle treasure seekers had tried the pass from Skagway, and after satisfying themselves that the trip to the upper Yukon might be made this fall, had sent pioneers before them to build boats at the lakes while they themselves paid a visit to Juneau to complete their outfits.

They were returning from the Alaskan metropolis in a large Columbia river fishing boat—a very suitable craft had it been properly handled—and had reached Berner's Bay, at a point about six miles above Seward City, when a heavy blow arose, increasing in violence momentarily. No one of the party of eight was an experienced sailor; the little craft as a consequence was soon capsized, and the entire party found themselves struggling for life in the icy waters of the glacier-fed bay.

All managed to scramble upon the overturned boat where, chilled and exhausted, they clung for life.

It was three o'clock in the morning when the catastrophe occurred, and it was not until nine that the smoke of the Islander was seen by the surving members of the little company—only half of the original eight having had the strength and courage sufficient to withstand the cold and the intense strain upon the muscles.

One by one the others had felt that terrible drowsy feeling creeping over them, or either silently or with a hoarsely whispered word of farewell to their companions, had slipped into the deep water of the bay.

The Islander's commander, Captain John Irving, was quick to realize the situation and respond—had he not been there would have been two less among the survivors, for A. McMurdo, of Nanaimo, and Frederick Brown, of Juneau, gave up the fight just as the relief boat came alongside their overturned craft, and the rescue crew were barely able to snatch them ere they joined their dead companions.

Dudgeon, of Nanaimo, and Grigguire, of Juneau, were the other two saved. The lost were:

James Armstrong, of Seattle;
Thomas Trevelyn, of Nanaimo;
William McDonald, of Nanaimo, and
Hector McLean, of Nanaimo.

The three Nanaimoites were all well known miners, who had left home and friends to seek fortune at Klondyke. One of the number actually went so far, according to report, as to mortgage the home that meant years of toil in the colliery, in order to take his chances among those who are looking to the upper Yukon for wealth.

The rescued party received the best of treatment at the hands of Captain Irving and his officers, and were left at Juneau, where with medical attention and careful nursing it is believed that they will fully recover.

MARINE MOVEMENTS.

The old steamer Sehome made a special trip on the Victoria and Puget Sound route yesterday, the City of Kingston which only returned from the north on Sunday not having yet been put in readiness to resume the service. She was given a necessary overhauling in the Tacoma dock yesterday, and today the old reliable will be here as fresh as ever.

To join the throng.

Sunday saw two more Northern-bound steamers leave the outer wharves with every inch of room on either pressed in to freight or passenger use. The City of Topeka, the regular Alaskan mail boat, was the first to arrive and depart, her passenger and freight lists being considerably augmented by what she received here. The Willamette, the big Sound collier which has been pressed into service by the Northern rush, carried a load that no ordinary packet would handle in many trips. She was in port until 9 o'clock, from early afternoon, taking on passengers and freight, the former including some half dozen strangers in town and the latter thirty odd tons of freight, which has been lying on the outer wharf for the past week awaiting shipment and eight horses which Messrs. R. Byrn (sr.,) and J. S. Byrn are forwarding to Dyea and two which J. W. Mellor is sending. The Willamette being under the Pacific Coast Steamship Company's flag will not only call at Skagway and Dyea but several Alaskan points on this trip.

FROM BEHRING SEA.

The "Amphion" Arrives at Esquimalt With Two Important Government Experts.

Small Catches, But "All Well on Board" Reported by Sealing Schooners.

H.M.S. Amphion, Captain Finnis in command, arrived at Esquimalt yesterday afternoon. On board there were two gentlemen whose reports to their respective governments will have an important bearing upon the sealing question, and it was to bring these passengers down to Victoria that the Amphion made so quick a trip. Leaving here on July 29, the first call was at Ounalaska, from which point the vessel went to the Pribyloff Islands and afterwards patrolled the Behring sea, boarding several schooners and returned to Ounalaska, having picked up Professor Thomson, of Dundee, who spent 10 days on St. Paul Island, having been brought there by the Rainbow from Japan. Professor Macoun, of Ottawa, joined the vessel at Ounalaska, and the reports of these gentlemen to their respective governments will contain much of interest to those interested in the sealing industry.

Among the sealing fleet boarded by the Amphion no exceptionally large catches are reported, the Annie E. Paint with 1,058 skins being easily at the head of the list. A total of 5,269 skins, reported by fifteen schooners up to the 20th August, will give a fair indication of the success being met with, but the news which it was particularly desired by the crews should be conveyed to their friends is that of "all well on board." A complete list of those schooners which were boarded by the Amphion and their total catches is appended.

Neither Professor Thomson nor Professor Macoun had anything to say for publication, the very essence of their respective missions being secrecy and dispatch. When seen at the Driard last evening Professor Thomson was completing his arrangements for an immediate departure en route to London, and said that beyond the report of the catches made there was nothing he could say which would be of interest, his report being of a nature which required absolute secrecy on his part.

Professor Macoun was equally reticent, and the desire for information as to the nature of the mission upon which these gentlemen have been engaged, and the results, must remain unappeased until after their reports have been made:

The following is the list of schooners boarded by H. M. ships in Behring Sea from August 1 to 20, 1897:

Name.	*Boarded.*	*By,*	*No skins.*
St. Lawrence	Aug. 6	Wild Swan	14
Favourite	Aug. 18	Wild Swan	197
J. Eppinger	Aug. 6	Wild Swan	14
	Aug. 20	Wild Swan	143
Annie E Paint	Aug. 11	Pheasant	890
	Aug. 17	Amphion	15
			153
Arietis	Aug. 12	Pheasant	301
	Aug. 19	Wild Swan	
Ocean Belle	Aug. 19	Wild Swan	493
Triumph	Aug. 19	Wild Swan	544
Teresa	Aug. 12	Pheasant	249
	Aug. 19	Wild Swan	
Minnie	Aug. 19	Wild Swan	301
Zillah May	Aug. 11	Phessant	413
	Aug. 17	Amphion	
Ainoko	Aug. 12	Pheasant	208
Fawn	Aug. 6	Pheasant	51
Borealis	Aug. 17	Amphion	313
			99
Otto	Aug. 17	Amphion	573
Mary Taylor	Aug. 17	Amphion	211

THE BY-LAW DEFEATED.

"I'm afraid we'll have to wait to give Victoria her proper place among the cities of the Northwest, until a new and more up-to-date generation takes command."

This was the only comment Mayor Redfern was herd to make when the fate of the "good-roads" loan by-law was made known yesterday.

For the by-law had been utterly defeated, and the polling booths had been frequented all the day by men who seldom are seen upon the streets now, and the majority of whom leaned heavily upon canes.

It was a victory for the Good Roads workers only in that it induced a larger vote than has ever before been recorded at a by-law decision in this city. Men turned out to vote who have dropped years ago from the daily life of the city. The aldermen were divided and several of them worked hard in opposition. Everywhere, the cry of "no increased taxation," was raised, mingled with the reiterated assertion that "if the bicyclists want better roads they should be taxed to build them."

This intrusion of the "wheelmen" as the old timers considered it proved fatal. The case was not given fair consideration. The bicycle had excited hostility among those who do not ride—and the fate of the by-law was sealed, "on general principles" and with scarcely the tribute of consideration from a very large number who voted against it.

Another section of the opposition to the by-law developed among the rigid economy party who, until hard times are no more, propose to vote against any and all proposals for additional expenditure—no matter what the object is in view.

Between these several rocks of antagonism the by-law had no chance of getting through. The only question was how great a majority would be polled against it. And this the appended summary shows:

Ward.	*For.*	*Against.*	*Maj.*	*Spoiled.*
Centre	73	161	88	2
North	135	371	236	12
South	116	201	85	5
	324	733	409	19

The Kootenay Electric Company, of Kaslo, B.C., who are utilizing a new water-power to generate electricity near the town, have placed an order with Messrs. Geo. O. Hinton & Co. for a 150 K. W. "S. K. C." generator, complete with transformers and motors. This type of generator is manufactured in Montreal by the Royal Electric Company, for which company Messrs. Geo. C. Hinton & Co. are the agents.

COURTESY APPRECIATED.

Passengers by the "Islander" and the "Bristol" Express Their Good Opinion of These Steamers:

The passengers by the steamers Islander and Bristol, that have just returned from Dyea and Skagway, are a unit in expressing their hearty appreciation of the accommodations and suitability of these ships for the service to the North, as well as of the courtesy extended by their officers to each and all who travel with them. Captain Irving, before his steamer docked at Skagway on her trip just completed, was taken in hand by the passengers and presented with the following address, that had been subscribed to by all the passengers—a very numerous and notable company:

"We, the undersigned passengers bound for Dyea from Victoria, desire to express to you our thorough appreciation of the uniform courtesy and kind consideration for the welfare of everyone on board, and this, under most trying circumstances and conditions caused by the difficulties of navigation in these waters at this season of the year, and the exceptional demands upon the capacity of the steamship as well as upon the patience and good will of the several officers. Nothing has been left undone that could in any way add to the comfort or enhance the pleasure of the journey, and no vigilance has been spared in the endeavor to land everyone safely at his destination."

As to the Bristol's trip, the following letter is self-explanatory:

Alaska, Aug. 23, 1897.

Editor Colonist:—Dear Sir: I desire to say, as a passenger on board the steamship Bristol from Victoria to Skagway, that F. C. Davidge & Co. spared no pains in arranging the steamer for the comfortable reception of the motley cargo of sheep, cattle, horses and passengers, and have fulfilled their promises to the letter. It also affords me great pleasure indeed to speak in the highest commendation of the officers and crew in charge of the ship as kind and courteous and obliging gentlemen, who have worked night and day to keep everything in order and make things as pleasant for all on board as possible, and they have succeeded. Davidge & Co. are very fortunate indeed in having Captain McIntyre at the helm and Captain Yates to look after the details of the ship, and Mr. Close as Steward, and it has been no less fortunate for the passengers, for the above mentioned gentlemen have proven themselves to be large-hearted, kindly men, equal to every emergency which has arisen, and I heartily recommend to all who contemplate a voyage to the Northern gold fields to put themselves under the wing of Captain Yates and Steward Close aboard the steamship Bristol, and if they are not properly cared for and well fed, it will not be the fault of the Captain and Steward. I say this voluntarily and without solicitation from anyone, and in the interest of the public.

J. W. Range,
State Senator,
28th District,
Seattle, Wash.

TEXADA IS ALL RIGHT.

Three Thousand Tons of Ore Sacked And Ready for Shipment.

Van Anda, Raven and Silver Tip Mines Showing Up Well.

"I have a Klondyke good enough for me," said Edward Blewett, of the Van Anda mines, to a Colonist reporter last night. "And many of those who have been sceptical about Texada and the Coast mines generally, are now becoming convinced of the fact that they are all right."

Mr. Blewett has good reason to be enthusiastic about Texada. With thirty thousand tons of ore sacked ready for shipment a quarter of a mile from deep water, every ton of which will at a conservative estimate yield $35, who wouldn't be? Nor is this all. The news that the iron mine on the island are proving to be rich in copper is amply confirmed by Mr. Blewett, who says that at thirty-five feet, what is undoubtedly one of the most valuable deposits of copper in the province has been struck.

Parties of prospectors are now out on the south end of the island and more work is being done than at any time since the discovery of mineral was made on Texada. On the Silver Tip, a property which is largely owned and controlled from Vancouver, three shifts are being worked and the shaft is in 180 feet, the showing being good. On the Van Anda twenty-five men are constantly employed, while on the Raven fifteen are engaged in development work. The assessment work which is being done on the island is resulting every day in the confirmation of the highest expectations which have been entertained as to the mineral wealth of Texada.

The hotel which is being erected by the owner of the townsite, Mr. J. J. Palmer, is now very nearly completed and is a substantial frame building of seventeen rooms, which will provide much needed accommodation for the many visitors who are constantly arriving from various points to view the island, and of whom Mr. Blewitt says a large proportion are capitalists or represent capital.

Amongst the recent shipments made from the Van Anda was a small one of 31 tons sent as a sample of the output, not of the best of the ore, but practically made up of everything which is coming out of the mine. Mr. W. Pellew Harvey of Vancouver, treated this shipment and the returns show a result of $47 to the ton. As the quantity now ready for shipment is about 3,000 tons, and the quantity in sight is practically unlimited, there would seem to be good reason for Mr. Blewett's statement that while he has this valuable property, the glittering prospects of the Klondyke will fail to seduce him from his allegiance to golden Texada, where civilization has reached so high a state of perfection that to quote Mr. Blewett's words, "the mail service and everything necessary for comfort are as good almost as in New York city.

A Double Cure.

Mrs. Jas. E. Elwood, St. Thomas, Ont., says:—"My husbaud and myself have taken Doan's Kidney Pills. We used them for Kidney and back troubles for which we have spent a great deal of money without getting relief. Doan's Pills cured us both in remarkably short time. I believe they will cure even after all other medicines fail."

CARTER'S LITTLE LIVER PILLS.

CURE Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK 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 everywhere, or sent by mail.

Carter Medicine Co., New York.

Small Pill. Small Dose. Small Price.

RINGING IN YOUR EARS and noises in your head are the certain warnings of approaching danger. You ought to know by this time that an ounce of prevention is worth a pound of cure. You ought to know also of the great value of HUDYAN, the remedy treatment. This remedy treatment is for young and middle-aged men, and is reliable.

RINGING

RINGING

Premature weakness, spermatorrhoea and diseases and disabilities of men are curable, and the certain cure is HUDYAN. HUDYAN has been tried by 10,000 men living on the Pacific Coast, and it is highly indorsed by these people. Ten thousand living witnesses is better than the greatest fortune a man can save. Ten thousand people say HUDYAN is good; ten thousand people know HUDYAN is good; ten thousand people recommend HUDYAN. If you need a remedy treatment for failing manhood you should get the HUDYAN remedy treatment.

HUDYAN

HUDYAN

HUDYAN

CURES

CURES

CURES

The cures effected have been lasting ones. You can write yourself to these men whom we have cured.

SEND FOR CIRCULARS and TESTIMONIALS

HUDSON MEDICAL INSTITUTE,
Stockton, Market and Ellis Sts.,
San Francisco, - - Cal.

LAXA-LIVER PILLS.

CURE BILIOUSNESS CONSTIPATION SICK HEADACHE AND ALL LIVER TROUBLES

As a laxative, one pill acts perfectly, and if a stronger action is desired a cathartic effect is produced by two pills. In obstinate cases, where a purgative is necessary, three pills will be found sufficient. These pills leave no unpleasant after effect.

One pill taken each night during thirty days will cure constipation.

SUCCESSFUL GROWERS USE The STEELE, BRIGGS SEEDS SOLD BY ALL LEADING DEALERS IN CANADA CATALOGUES FREE The Steele, Briggs Seed Co. Toronto, Ont.

NOTICE.

Notice is hereby given that sixty days from the date hereof, I, John Irving, intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described land at the head of Tofino Inlet, in the Clayoquot district. Commencing at a post marked John Irving's N.W. corner, being the south-westerly corner of O-nad-silth reserve No. 9; thence East along the south boundary of the reserve, 40 chains; thence South 40 chains; thence West 40 chains, more or less to the beach; thence following the Easterly shore of Tofino Inlet to place of commencement, containing 160 acres, more or less.

Dated this 12th of July, 1897.

JOHN IRVING,

aul5

B.C. STEAM DYE WORKS, 141 Yates Street, Victoria. Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new. e1Dydaw

$700 will buy 60 lots between old and new townsite, sub-division 21, Alberni. Address 136 Pandora street.