

discomforts that are worthy of the name. The only expense is \$300 for the passage, and this entitles the purchaser not only to his own transportation through the gold fields, but to take with him three-quarters of a ton measurement of supplies.

This is the way it will be done. As soon as the Bristol returns from Dyak, which will probably be about next Monday, she will meet the well known Eugene, a Columbia river steamer from Portland, at Victoria. She will at once receive her passenger and cargo, and will sail on Tuesday the 24th, the Eugene being taken alongside, but under her own steam. On reaching St. Michaels the passengers and cargo have only to be transferred over the side of the ocean liner to the sternwheeler, which draws only 2½ feet of water and will therefore have no difficulty in going through their destination without delay. Those who adopt this new and favorable route will have the satisfaction of getting to their destination long in advance of the most fortunate of those who adopt the overland route, and without discomfort.

The Eugene is owned by the Portland and Alaska Trading & Navigation Co., and is a familiar craft to all who travel on the Columbia. She is 155 feet long, broad in proportion, with a draft of 2½ feet and capable of accommodating 200 passengers. It is not intended that she shall make a return trip until spring; but during the winter she will be tied up at Dawson City and utilized as a hotel. Concerning her plans the Oregonian says:

"The officers of the Portland & Alaska Company, who own the Eugene, have made careful inquiry concerning the closing of navigation on the Yukon, and can safely insure the trip being made before the appearance of ice on the river. In fact, those who are well informed regarding the river state that navigation can safely be depended upon until late in September, or, more probably, until October 1. The advantage of the Yukon trip offered by the Portland & Alaska Company is that the gold fields can be speedily reached this summer, and plenty of time given to prepare the rigors of an Arctic winter, and then be ready to engage in prospecting and working. The great majority of those who have chosen the overland route will not be able to reach Dawson City until next spring, and the mountain passes are now practically blocked up, and instead of reaching their destination as anticipated, they will be compelled to remain at Dyak during the winter months, eating the provisions intended for use in the gold fields, for which they cannot expect to start before next March, and possibly April."

Among those bound north on the City of Kingston to-night for the Klondyke are a party of six from Eastern Canada. Four of these are New Brunswickers, Wm. Ballantine and his three sons, J. M., John O. and R. A. Ballantine; while Albert McLeod of Winnipeg and Joseph Ritchie of New York make up the rest of the party. When the Ballantines left the East they took tickets for Seattle and on their way to the Coast bought tickets for Seattle at Winnipeg. Since reaching Victoria, however, they found out the advantages of outfitting here and decided to purchase their supplies in Victoria.

Mr. R. A. Ballantine remarked that not only is Victoria in his estimation the best place to outfit, but that the prices are far lower than elsewhere. He intends writing back to a number of his friends who are coming to the Klondyke in the spring, advising them to purchase their entire outfit in Victoria. The party take up with them six pack animals and have very complete outfit.

The first of those pilgrims, who have turned back from the coast, is the Danube—R. H. Smith, H. Hudson and J. Jamieson of Seattle, who went up about three weeks ago but without pack horses, and seeing the condition of affairs at the pass decided to possess their souls in patience until the spring. As to the trouble experienced by the Danube through the over-optimism of Deputy Jones at Skagway, it is understood that the board of trade will communicate the facts, through the authorities at Ottawa, to Washington, and await results. Nothing is known of the deputy or his actions at the consulate here.

MR. KNIGHT'S EXPERIENCE.
The Mount Talmie Florist Gives an Interesting Account of Events at Skagway.

The following are extracts from a letter which Mrs. Knight received yesterday from her husband, proprietor of the Mount Talmie Nursery, who is on the steamer Islander July 29, for Klondyke:

Landed at Skagway at 11 a.m., August 2. Nothing occurred during the trip up with the exception of grounding the steamer in a narrow channel, after leaving Marie Island. The horses suffered badly, being so crowded in the boat. There was great excitement throwing the horses overboard and swimming them ashore. We landed at Skagway, a pretty bay with a background, lying between mountains, and about thirty acres being cleared and covered with grass, and dotted with tents containing about 800 people.

The vegetation is familiar. I noticed buttercups and yellow wild pea. By the tent I saw two species of flowers which I do not recognize—one yellow and the other pink. The trees are willow, alder, poplar, abies menziesii and a species of pine. In my wandering around the camp I found that the pink plant is the willow weed. There are several species of wild grasses; I also see a birch with a rather large broad leaf, and a small plant with a white flower resembling a buttercup. There are also some species of wild celery and a large leaf dock.

August 3.—I got all my stuff on shore yesterday and am waiting now for my mates; their stuff is all mixed up in the end of the ship, but will be brought on shore to-day in the ship's boats and carried from the boats to dry land. Such excitement, pitching tents and packing baggage ashore. Four fellows have just passed with their valises on their backs. People are selling out every day and going back. There is quite a town here, built with tents, containing saloons, stores, and doctors, etc.

It has been raining all the time I have been here, and it wants a tent for each man. We have only two between the four of us. About half of the people are going to land at Dyak, about four miles from here. There are so many different reports about the passage.

Different interested parties are out shooting side by side of each other like a lot of hostile drummers, running each

others route down and praising their own, and causing so much confusion. There is no way of getting one's stuff packed to the lake except they have horses and do it themselves. One man offered \$1,000 to get 3,000 pounds packed to the lake, but no one could do it. Some have got carts, wheelbarrows, bicycles, but they can only use them for about a mile. Lots brought their boats, but they are no good. They can't pack them, and no one will for them. There are two or three laying in front of our camp that someone has left all out and ready for putting together. I have just been packing stuff from the boats to the dry land with my horse. It all has to be stacked together and then sorted after it is all out of the ship. This is freight that I am shelling to. I got all of mine on shore yesterday. I hired a private boat to bring it ashore. I am anxious to be on the march.

I have had another stroll. Things look very dismal. The food is all out in the wet and all messed up with mud. It is a mistake to bring bad horses. They are half dead when they arrive and will never be able to hold out.

I am so glad that I am off the ship. The cursing was awful, and half of the crowd seemed to be gambling nearly all night. I had to sit and sleep; I could not find room to spread my blankets. The company did the best they could under the circumstances. Anyone bringing horses should bring feed to have on shore; so many horses are making the grass scarce. They are charging 25 cents per lb. for packing and no chance to get a packer at that price. Packers are engaged for a month or two ahead. There are no Indian packers at this bay, but lots at Dyak. The country is heavily timbered right up to the snow line.

August 4.—Everything went most disagreeable. My mate's stuff not landed yet. The steamer, after waiting in the night, they are unloading her now. I hope that we will get started to-morrow. I am afraid that we will not get in this winter. It takes 8 days to make trips there and back with 200 lbs. I found three more shrubs yesterday, a red currant, a cranberry and an azalea.

THE YUKON CLIMATE.

The Tale as Told by the Thermometers of the Mounted Police.

Mr. R. F. Stuart, director of the meteorological office, Toronto, writes: "In view of the interest taken in the Yukon district, I have much pleasure in furnishing temperature observations taken at Fort Connaught between November 1, 1896, and May 31, 1897."

"In the autumn of 1896 the temperature first touched zero on November 10, and the last zero recorded in the spring was on April 28. Between December 19 and February 6 it never rose above zero. On March 12 it first rose above the freezing point, but no continuous mild weather occurred until May 4, after which date the temperature during the balance of the month frequently rose above 10 degrees.

"The Yukon river froze up on October 25, and broke up on May 17. Forty-mile river broke up on May 11. In June the temperature reached 70 degrees on twelve days, and on only one day the 30th did it reach 80 degrees. The last frost was recorded on the 7th; the average temperature of the month was 53 degrees, which is three degrees lower than the normal June temperature on Lake Athabasca, and nearly the same as the May normal in Winnipeg. The average temperature for July was 57 degrees. In August the highest temperature was 76 degrees, and no frost occurred until the 5th, when the thermometer fell to 29 degrees. The average for September was only 43 degrees, which is three degrees lower than the usual October average in Toronto.

"It may be said that winter set in on September 27, and on September 30 the temperature fell to 6 degrees above zero; for October the average temperature was 27 degrees or about the same as the December average in Toronto. In November very cold the average being 7 degrees; the lowest 39 degrees. The Yukon froze up on the 5th. December average was 15 degrees, the thermometer fell to 35 degrees on 8 occasions and 40 degrees was the lowest registered. In January the average temperature was 15 degrees, which is 38 degrees in the previous year. February was also mild compared with the previous year, the mean temperature being 3 degrees. The average temperature in March was 31 degrees, and on the 16th and 17th the two lowest temperatures of the winter were registered, namely, 54 and 53



After...

Taking

a course of Ayer's Pills the system is set in good working order and a man begins to feel that life is worth living. He who has become the gradual prey of constipation, does not realize the friction under which he labors, until the burden is lifted from him. Then his mountains sink into mole-hills, his moroseness gives place to jollity, he is a happy man again. If life does not seem worth living to you, you may take a very different view of it after taking

Ayer's Cathartic Pills.

degrees. In April the days were mostly mild and nights cold. The lowest reading was 5 degrees, which was the last zero temperature of the winter. The month of May, 1897, was very similar to the preceding May; the average temperature was 40 degrees; 60 degrees was first recorded on the 26th, and 75 degrees on the 31st; the lowest of the month was 11 degrees on the 9th. Forty-mile creek broke up on the 18th and the Yukon on the 15th."

THE "COLONIST" REPRESENTED.

Dr. Scharschmidt of Comox to Send the Latest News From the North.

Among the newspaper correspondents off to the treasure land beyond the mountains, the Colonist representative is Dr. Scharschmidt, formerly of Comox, who took passage by the British, with intention of pushing through to the headwaters of the Yukon by the White Pass route this year—if such a thing is possible. Dr. Scharschmidt is a close observer and a vigorous writer. His letters are to be sent back at every opportunity that presents itself, and they are sure to be watched for and read with interest by all classes of the community.

THE KINGSTON'S SUCCESSOR.

Steamer "City of Seattle" Comes Over in Place of the Old Reliable.

Captain T. P. H. Whitehead has almost completed his contract of removing the remains of the old San Pedro from Brochiche ledge, and in a few days his wrecking steamer, which has been employed at the work for several weeks, will be leaving for the South. The wreck no longer stands a guide to navigators or in the way of the erection of a beacon on the rocks, and consequently the latter structure is to be partially placed in position to-day. This will be the casion which has been building on the order wharf, and which will be taken out to Brochiche ledge by the Whitehead this morning.

THE "SEATTLE" IN SERVICE.

The steamer City of Seattle has replaced the Kingston on the Victoria-Puget Sound run and made her first trip yesterday on schedule time. She has been having some little trouble with boiler tubes which prevented her going to Dyak, but will not interfere with her giving Victoria a satisfactory service. The Kingston, on her northern run, pays Victoria a call to-day.

MARINE NOTES.

The repairs to the Barbara Bosworth, being hurriedly pushed to completion. A new boiler is to replace the old one long in service on the steamer, and with other improvements to the machinery the repairs will be ready to resume work as soon as smooth working as the day she was first launched.

The steamer Maude, Capt. McKel, returned from her Texan cruise yesterday evening, bringing as cargo about 100 tons of wool. Only two passengers from Texan came down, and they had been employees of Mr. Dorroughy on the island.

Tuesday, September 7, is the date scheduled for the departure of the oceanic steamship Australia from San Francisco for Honolulu.

The C. P. N. steamer Transfer has been launched from Turpe's ways, and in a few days will be ready to resume her service as another portion of our province.

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WHAT THE PEOPLE SAY.

A Montrealeur on Victoria's Opportunities for Controlling the Klondyke Trade.

All-Canadian Route to the Northern Mines Presenting No Difficulties to a Railway.

Mis-reports of the Chief Commissioner's Statements at Nelson Corrected.

To THE EDITOR:—I write to congratulate you upon your able and spirited article, published in Witness here of the 6th inst.

I see no reason why Victoria cannot supply all that is needed to start one of the Klondyke gold fields, at the same time I think the merchants of Victoria are much to blame in not advertising in the different papers, not only in Canada but in the United States, the form of a gold mine, and the amount of supplies required, as well as outfits. Now a great deal of this trade has been lost to the United States, and they are now apathy and indifference of Canadians.

I am English to the backbone and would love to see Canada, this great country of ours, prosper, and not give all of a reason on the rocks, and which is time Canada awoke to its splendid privileges and not give our birthright for a mess of pottage.

What with the Dingley bill, the alien and other obnoxious laws our American cousins think they have us in a tight place, yet forced to give them gold, and then they complain because we collect a little duty on their outfits, etc.

J. T. BORN.
Montreal, August 10.

THE RAIL WAY INTO THE YUKON.

To THE EDITOR:—In your issue of the 5th inst. (semi-weekly) you point out that "there are seven routes by which the Yukon country can be entered."

Those by way of the coast, and which are the most objectionable on account of international questions are sure to arise. The Butte inlet route, too long and winding, and in which a long river being a canyon for sixty miles. The Stickeen and Dease lake route is impracticable, and the water system of the great interior concerns the East and British Columbia.

The one route most beneficial for British Columbia, that will bring most trade to Victoria, and Vancouver, and which will prove to be as rich in minerals as any other portion of our province.

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THE CITY.

The funeral of the late Mrs. Sesley took place yesterday from the residence of her daughter, Mrs. Morse, Rev. Dr. Wilson officiating at the Reformed Episcopal church and the grave.

A garden party is to be given by the ladies of the Metropolitan Methodist church on Tuesday next from 3 to 10 p.m., at the charming house of Mr. and Mrs. W. J. Pendray on Belleville street.

The sympathy felt for the family in their sudden affliction was shown by the large attendance at the funeral of Mr. John Bowker's little son yesterday. Rev. Canon Padon read the service at the house and at the grave.

Several new members were initiated at a meeting of the Perseverance lodge, I.O. G.T., on Tuesday evening. The social ball of the evening took the form of a lodge drill. At the next regular meeting on Tuesday evening the ladies of the society will entertain.

PROFESSOR SARGENT of Haward, Dr. W. N. Canby of Wilmington, Delaware, and Mr. John M. Wilson of Seattle, who were on a botanical trip to the North, yesterday returned from a little visit to Shawnaigan, where they went with Mr. Anderson, deputy minister of agriculture to gather some specimens of plants and grasses.

The teachers and friends of St. John's Sunday school are taking the children to Sidney on Saturday for their usual basket picnic. Races and games of competition will be provided for the amusement, and good prizes for the successful ones. Tickets can be had from any of the teachers, or from Mrs. Nell, Douglas street.

The Fifth Regiment band has been engaged to play for the Scottish picnic next Saturday, and Bandmaster Finn promises a fine programme of music. The Gordon Highlanders with their bagpipe band, a company of kilts together with the Fifth Regiment band will make an imposing parade at 1:30 along Government street to the Oaledonia park.

On the 28th instant a meeting of farmers will be held at Hazelton, B.C., to discuss the proposed railway institute under the act passed at the last session of the legislature. There will be a similar meeting at Richmond on September 11. These meetings have already been given in the Gazette a short time ago.

There was an air of congeniality about the garden party at the residence of Mrs. David Spenser, Birleside Walk, last evening, that everyone appeared to breathe. The party was one over which the Ladies' Aid of the James Bay Methodist church presided, and in which a large number participated. On the balcony was stationed for a good part of the evening a happy little group of youngsters, whose voices chimed in with "magic spell" with those of some of the older folk, among whom was Rev. Mr. Spenser, who possesses a strong and well trained bass.

Rev. Dr. J. Robertson, superintendent of Presbyterian missions, who is on a visit to the city, addressed a united meeting of the congregation of Knox church, Spring Ridge, St. Columba, Bellevue, and St. Aidan's, Cedar Hill, last evening, in Knox church, Spring Ridge, finding the work of the mission in a prosperous state. Dr. Robertson will address the congregations of St. Paul's church, Victoria West, this evening, in the interest of the home mission work of the church. The meeting will be open to the public, and all interested are cordially invited to attend.

Three lads, all under 16 years of age, received a salutary lesson in the game laws from Magistrate Macrae, in the provincial police court yesterday. The boys were caught with a brace of grouse in their possession, and, consequently, as it is out of season for grouse shooting, the culprits were taken before the magistrate.

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