Many Subjects Are Discussed

An Evening Meeting of the Council of the Board of Trade.

Obstacles Placed in the Way of Canadians by American Officials.

A variety of subjects were discussed at a meeting of the council of the British Columbia board of trade held last evening, with the vice-president, Mr. L. G. McQuade, in the chair, and the following gentlemen present: Messrs. Simon Leiser, G. A. Kirk, T. W. Paterson, D. R. Ker, C. A. Holland, J. J. Shallcross, F. C. Davidge and C. E. Renouf.

The secretary of the Vancouver board wrote, acknowledging the receipt of a letter from the Victoria board in respect to the Atlin excursion, and stated that it had been laid on the table until it could be ascertained how many members would attend.

The same writer forwarded a resolution passed by the Vancouver board, and asked that it be endorsed. The resolution follows:

"Whereas, on account of the development which has taken place in the Similkameen mining district, it is desirable that the road from Hope to Princeton should be completed at once, in order to afford better and cheaper communication with the district than at present. The part of the road requiring to be built is about 30 miles, and this board would urge upon the government the desirability of affording this assistance to the development of the country."

The resolution was endorsed.

It was decided to call for tenders for the printing of 3,000 copies of the board's annual report, the tenderers also to state the price at which they would supply each extra thousand required. The vice-president was authorized to award the contract to the lowest tenderer. The book will contain maps of the province and mining districts, and also a number of illustrations.

From Col. Prior came the following letter, which caused considerable discussion:

Ottawa, Aug. 1, 1899.

To the President and Members B. C. Board of Trade, Victoria, B. C.

Gentlemen:—I beg to say that I again went to the Customs Department to-day to see if I could get any further information in regard to what the government are doing about the complaint you sent in re the U. S. charging duty on perishable goods going into the Yukon.

I find that the customs are now in correspondence with the American authorities and from what I am told I do not see how the U. S. can continue to charge duty on these shipments. They (the U. S.) are now allowing fruit and other perishable goods to be shipped to Montreal and Toronto from Bermuda and other ports via New York, and they do not charge duty on them either.

Neither does Montreal charge duty on fruit, etc., going into the U. S.

It is impossible for me to get any other forces to work than I have already done, and I am afraid our merchants in Victoria and Vancouver will have to put up with the duty till the government comes to some terms with the U. S.

I am afraid, however, the U. S. are holding this over our heads as a threat.

I have the honor to be, sir,

Your obedient servant,

EDW. GAWLOR PRIOR.

The chairman said he understood that the grievance had been settled, but Mr. Simon Leiser pointed out that it was still very much unsettled. The United States government officials were still collecting duty on fruit and vegetables passing through American territory on the way to the Yukon, and shippers were compelled to pay both freight and duty before they could get their papers from the officials of the White Pass railway at Victoria or Vancouver. The only concession was that the railway company, who were doing their best under the circumstances, accepted merchants' letters guaranteeing the amount. To get around this, Victoria merchants were buying their fruit and vegetables for the Yukon in San Francisco. But even then every obstacle was placed in the way by the customs officers at Skagway, the bills of lading from San Francisco having to be forwarded with the goods and the stipulation made that the goods should only be forwarded from Victoria to Skagway in American steamers.

This brought up the right of American steamers to navigate British waters between the Sound and Alaska, Mr. Ker pointing out that Canadian vessels were required to call at the first port in Alaska and take on a customs officer, who remained with the vessel and was paid by the company all the time the vessel was in American waters. On the other hand, American vessels passed through Canadian waters without an officer, and sold liquor just as though they were in American territory. There was another law, too, Mr. Ker pointed out, which if enforced might bring the Americans to time. This was the law requiring the inspection of foreign fruit upon its entry into Canada. An officer could be stationed at Log Cabin, with authority to open every box of American fruit bound for the Yukon. This would more than offset the delay to Canadian fruit at Skagway.

The discussion led the members to bemoan the fact that an all-Canadian route to the Yukon had not been provided.

Messrs. Ker and Leiser were appointed a committee to make representations to Ottawa in respect to difficulties placed in the way of British Columbia trade by American officials at Skagway, and suggest a remedy.

The C. P. N. Co., in reply to a complaint made by the board in respect to transportation facilities on the northern route, stated that they were giving a service that met with the approval of the travelling public.

This led Mr. Shallcross to speak at some length on the necessity of improving the service on all the routes from Victoria, including the Vancouver, New Westminster, West and East Coast and Northern routes. With good steamers he believed the trade with all points could be greatly increased. One of his suggestions was that the street railway should be extended right to the outer wharf, another that a wharf should be built at Oak Bay, where passengers could be landed from the Vancouver steamer, and thus save an hour. As to the Northern route, he said very much faster steamers would have to be put on to compete with the fine steamers running to the Sound. The Sorby harbor scheme was touched on, the speaker suggesting that it had been the cause of the failure of the government to improve the harbor in other ways.

Mr. Leiser stated that the street railway was to be extended to the outer wharf, Mr. Rithet having allowed the company the right-of-way.

Then Mr. Shallcross suggested that there should be a light railway to bring the freight from the outer wharf. This Mr. Kirk thought could be done by the street railway company, while Messrs. Ker and Leiser contended that the rate charged by the teamsters—50 cents a ton—was as cheap as the work could be done.

The discussion went back to steamboats, Mr. Renouf stating that the committee on the Sidney ferry scheme would report shortly, and Mr. Leiser asking whether it would not be better for the Vancouver passengers to be landed at Sidney than at Oak Bay.

Finally Messrs. Shallcross, Davidge, Leiser and Ker were appointed a committee to look into the whole subject of transportation facilities.

The destruction of game and fish, contrary to law, in Cowichan district, next came up, the general opinion being that the laws were good and officers numerous enough, but for some mysterious reason the laws are not enforced.

Messrs. Davidge, Kirk and Renouf were appointed a committee to wait on Mr. Stumbles, the fisheries overseer at present visiting the province, before whom the matter will be laid.

The telephone service was mentioned by Mr. Leiser, and on his motion, seconded by Mr. Davidge, the secretary will write complaining of the service.

This brought the meeting to a close.

ARION CLUB CONCERT.

Music at the Gorge on Wednesday Evening Next—The Programme.

The concert to be given by the Arion Club at the Gorge next Wednesday evening will be in aid of the Ladies' Auxiliary of the Jubilee hospital, a collection being taken up. The programme follows:

Windlass Song ..... Macfarren
Sleep Gentle Lady ..... Bishop
Serenade ..... Beschnitt
Adieu ..... Billeter
What Care ..... Blumenthal
Proudly as the Eagle ..... Spohr
Drowsy Wood ..... Storch
Hunters' Joy ..... Astholz
Long Day Closes ..... Sullivan
Soldier's Farewell ..... Kunkel
Lost Chord ..... Sullivan

TIM'S WINDMILL.

Tim O'Connor is one of the workmen engaged by the Park Board to do garden work at Riverside park. A number of stories are told with Tim as the hero. A new one has just come to light, and the employees of the board's office are all laughing over it. Tim was at work with a number of other laborers a few days ago, when he paused in his duties and gazed thoughtfully at the big windmill up on the hill.

"Phwat the divil was the cost of thot dom thing?" he inquired of his side partner.

"Oh, I guess about $100," was the reply.

Tim scratched his head and knitted his brown into a puzzled frown. Then, as he caught up his pick-axe and re-commenced digging with renewed energy, he remarked, with indignation: "Well, a waste of good mooney it is, I dunno."

"And why a waste of money, Tim?"

"Bedad, 'tis a useless expinse," said Tim.

"But why a useless expense?" All of the men stopped work and waited for the answer.

"Faith," said Tim, with a sneer at the avowed ignorance of his associates, "can annybody tell phwy it is necessary to pay a hoonderd dollars fer thot thing, when the Lard knows an ordinary watch would do to toime the min by?"

ST. BARNABAS GARDEN PARTY.

Grounds Surrounding the Residence of Captain Foote Present a Pretty Scene.

An unexpected wet day was the only drawback to the success of the garden party given on the spacious and prettily shaded grounds surrounding the residence of Capt. H. R. Foot last evening. The affair was under the management of the ladies of St. Barnabas church. It was opened at 4 p. m. by Bishop Perrin in an interesting address. The grounds were nicely laid out with booths, refreshment tables, etc., and decorated with Chinese lanterns hung profusely about in the trees. In one corner was a museum under the charge of Miss Turner, to which the small admission of 5 cents was charged. This was full of a miscellaneous collection, such as Indian curios, the picture of an Indian woman still living on the West Coast who is stated to be 108 years old, seaweed from the Indian ocean, one of the original copies of Pickwick Papers, Hawaiian novelties, an oak jewel case taken from a brass coffin in South Africa, plates and spoons over 200 years old, a collection of butterflies preserved by Mr. French, and a can of Jordan river water and silk-worms. On the latter Rev. Mr. Miller gave a most interesting demonstration of how the silk industry is carried on, showing with a miniature spool how easy it is to collect the silk. It is a study in which Mr. Miller takes a keen interest and he sees no reason why silk should not be cultivated on a small but none the less profitable scale by young ladies. On this and other phrases of the subject, Mr. Miller hopes to shortly deliver a lecture in Spring Ridge School.

The discussion led the members to bemoan the fact that an all-Canadian route to the Yukon had not been provided.

Messrs. Ker and Leiser were appointed a committee to make representations to Ottawa in respect to difficulties placed in the way of British Columbia trade by American officials at Skagway, and suggest a remedy.

The C. P. N. Co., in reply to a complaint made by the board in respect to transportation facilities on the northern route, stated that they were giving a service that met with the approval of the travelling public.

This led Mr. Shallcross to speak at some length on the necessity of improving the service on all the routes from Victoria, including the Vancouver, New Westminster, West and East Coast and Northern routes. With good steamers he believed the trade with all points could be greatly increased. One of his suggestions was that the street railway should be extended right to the outer wharf, another that a wharf should be built at Oak Bay, where passengers could be landed from the Vancouver steamer, and thus save an hour. As to the Northern route, he said very much faster steamers would have to be put on to compete with the fine steamers running to the Sound. The Sorby harbor scheme was touched on, the speaker

The letters addressed to the President average 1,200 a day. Eighty per cent. of them never reach the eye of either the Chief Executive or his private secretary. They are sorted by the clerks, under the direction of Private Secretary Porter, and sent to the proper departments for attention. The largest proportion of the letters are for financial assistance. The next largest number pray for the President's assistance in purely personal matters.

Transvaal Must Come to Terms

Chamberlain Calls Position Intolerable and Troops Move to South Africa.

Queen's Speech at Prorogation Has Significant Reference to the Situation.

By Associated Press.

London, Aug. 9.—Replying to various questions in the House of Commons today, Mr. Chamberlain said no official confirmation had been received of the report that the Transvaal had declined to agree to a joint inquiry into the effect which the franchise reforms will have on the Uitlanders. Several regiments, he added, were about to be despatched to South Africa for the defence of Natal, in response to the request of the Natal government, and preparations were being made for all contingencies.

Later, replying to Mr. T. P. O'Connor, Irish Nationalist member for the Scotland division of Liverpool, Mr. Chamberlain deprecated a resumption of the debate on the Transvaal situation which, he pointed out, while serious, still remains doubtful. The colonial secretary added that he sincerely hoped the report that the enquiry proposal had been rejected was untrue.

While he regretted the necessity of answering Mr. O'Connor, it would be a fatal mistake to allow the latter's view that war was entirely needless, and that the government ought to express a willingness to wait maybe 25 years for the redress of the grievances of which they complained, to be conseded. He added:

"We recognize the grievances of the Uitlanders, and have said these grievances are not merely themselves a serious cause for interposition, but are a source of danger to the whole of South Africa. We say our predominance is menaced by the action of the Transvaal in refusing to redress the grievances or give consideration to requests hitherto put in the most moderate language of a suzerain power. We say this state of things cannot be tolerated. We have put our hands to the plough and won't draw back. With that statement I propose to rest content."

The additional troops ordered to be in readiness for transportation to South Africa include a battalion of the Grenadier Guards and three batteries of artillery.

The gravity of the Transvaal situation, it is generally regarded, has been increased by the latest news and the tone of Mr. Chamberlain's statement on the eve of the prorogation of parliament has adversely affected the prices on the stock exchange, where, however, the prices of South African securities are now about the worst. Consols were dull, partly owing to politics and partly because of the monetary situation.

While the members of parliament and officials present in the house at the prorogation of parliament to-day express hope of a peaceful settlement of the Transvaal difficulty, it was evident that uneasy apprehension was prevalent that an autumn session might be necessary to vote war supplies.

THE QUEEN'S SPEECH.

London, Aug. 9.—Parliament was prorogued at 2 o'clock this afternoon by royal commission. The Queen's speech contained the following statements:

"My Lords and Gentlemen:

"My relations with other powers continue friendly.

"The conference summoned by the Emperor of Russia to consider measures for the promotion and maintenance of peace, has completed its sittings. Although the result of its deliberations may not fully correspond with the lofty aim which it was summoned to accomplish, it has met with a considerable measure of success. The institution of a permanent tribunal of arbitration cannot fail to diminish the frequency of war, while the extension of the Geneva convention will mitigate its horrors."

After a reference to the conclusion of the Anglo-French convention on the subject of the Nile valley and the Anglo-Russian convention in regard to railway enterprise in China, the speech continues:

"We have received a petition from a considerable number of my subjects residing in the South African Republic, praying my assistance to obtain the removal of grievances and disabilities of which they complain. The position of my subjects in South Africa is inconsistent with the promise of equal treatment whereupon my grant of internal independence to that republic was founded, and the unrest caused thereby is a constant source of danger to the peace and prosperity of my dominions in South Africa. Negotiations on the subject with the government of the South African Republic have been entered into, and are still proceeding."

Another paragraph deals with the satisfactory reports of the recovery of agriculture and trade of India from the depression caused by famine, "but," it adds, "fears are now entertained of the prospects of the harvests in Western and Central India, owing to insufficient rainfall, though officials are taking timely precautions to meet any scarcity."

The speech then proceeds: "I regret to add that the plague, though still confined to the total of 199 areas affected during the winter, shows no signs of abatement."

The speech thanks the Commons for the liberality with which they provided for the naval and military defence of the Empire, and concludes with a reference to the benefits of domestic legislation passed.

London, Aug. 10.—The editorials in the morning papers take a rather pessimistic tone in dealing with the reference to the Transvaal in the Queen's speech and in that of Mr. Chamberlain.

Troops will be despatched on August 14 to replace those sent from Capetown to Natal.

It is said that after parliament rose most important despatches were received from Sir Alfred Milner at the colonial office.

Capetown, Aug. 9.—The Transvaal government has not yet forwarded to Sir Alfred Milner, British high commissioner for South Africa and Cape Colony, its reply to Mr. Chamberlain's proposal of a joint commission of inquiry into the effect upon the Uitlanders of the recent franchise legislation, but Sir Alfred Milner still hopes for a peaceful settlement. It is reported that a movement is on foot among the burghers to send a petition urging the volksraad to make further concessions.

SELKIRK GLACIER.

A Scene of Wanderful Grandeur From Its Summit.

Correspondence of Boston Transcript.

All of the interesting statistics concerning the glacier of the Selkirks are set down in their proper places in guide books, geographies and books on the various productions of nature. My personal interest in and special knowledge of the glaciers of the Selkirks began with a decision to spend a day in their vicinity, in passing. These took form and shape upon the effecting of an engagement with a guide to meet me on the following morning for the purpose of piloting me to the most interesting part of that great Selkirk glacier, which the hotel at its foot advertises as covering "an area of about 38 square miles."

My travelling suit was just about as well adapted for glacier climbing as it would be for a presentation to the Queen of England, but the chief essential was supplied by the guide in the shape of a pair of shoes, which were as heavy as a guilty conscience, and only one size smaller than the sleeping car which brought me to the place. They were high in the ankle, broad in the sole, and shod with heavy and protruding iron nails. Above them, the graceful curves of my shin-bones were unduly accentuated by being wound with heavy woolen "putties," those admirable bandages which take the place of leggings with the English army in India, and with some of the mountaineers of Europe. My travelling bag gave up a sweater, and my finished appearance led a bystander to compliment me upon my close resemblance to a Corsican brigand of the most malevolent type. But an attractive personal appearance is very far from a sine qua non on that kind of a trip, and five minutes' walk from the hotel put us where there were none to see or to criticize anyway. A possible exception to that existed in the shape of some possible mountain sheep or goat which the guide told me were to be seen in the vicinity occasionally.

The anomaly of the hotel surroundings were lost as we entered the woods. At the buildings we left a combination of warm sunshine, green grass, wild flowers, fountains and occasional snow heaps. Under the tall fir trees all was winter. The snow lay in depth varying from two to any number of feet. The spring warmth had reached it sufficiently for melting in exposed spots, and for turning all the surface into a moist mass of coarse granulation, into which even the big boots sank to a depth which made heavy walking. Occasionally by reason of melting underneath, caused by running water, one sank midleg, and even waist-deep with a plunge which was by no means pleasant. The way followed up the valley along the course of rushing torrents, whose source was the glacier above. They roared and fumed down their steep bed, flashing in foam and spray, to find their way eventually into the Columbia river and so on into the Pacific ocean.

About one and three-quarters miles from the hotel, a large rock bears a painted inscription: "Sixty feet to snout." By this euphonious title is meant the terminal point of the glacier. Our path to it had taken us through a forest of tall firs, straight as Indian arrows. We crossed the plunging streams on rude bridges, and emerged at last upon the snow and rock-covered moraine at the foot of the "snout," which appears to be a variable point. Some years it advances, other years it recedes. But always behind it, pushing its mighty mass downward to be melted and transformed from picturesque ice structure into even more picturesque tumbling and whirling mountain streams, comes the snow-moving bulk of the glacier.

Although I strongly suspect that there was a modicum of "poppycock" about it, at the foot of the snow-covered slope the guide unlimbered the coil of rope which he carried, and we were duly roped up. Somehow it gave me the feeling of being led along like a little dog on the end of a string. The rope may have been desirable, and it may have been necessary. The guide said that there were covered crevices which might be dangerous. We did pass a number of spots over which he felt his way with caution, and we crossed two or three narrow but deep fissures, which were anything but inviting hiding places.

The time at my disposal did not permit an ascent to the crest of the range, but did attain a point which the guide said was 3,000 feet above the hotel. The hotel itself is given as 4,122 feet above the sea level. The view from our halting spot was superbly grand. In all directions were snow-covered peaks, domes and ranges. Facing northward, in front of us, stretched the Hermit range: on the right, the towering peak of Sir Donald, and the only less lofty Eagle peak; to the left rose the pyramid of Cheops, glistening white as the noonday sun. It was a scene of marvellous grandeur. There was no long-range view. All towered near at hand, and hid that which lay beyond. Around us as we stood were the huge masses of upheaved ice forms in rough and fantastic blocks, some white with snow, some of clear, pale, emerald ice. Wherever the eye rested, near or far, there was beauty, marvel and grandeur. It is one of those scenes from which one turns because he must, but turns with unspeakable reluctance.

The ascent had been a slow process of going up a steep flight of stairs, as one must upward, by stamping the toe of one's boots into the yielding snow. The descent was more rapid; sometimes we walked in long strides; sometimes we leaped, on steeper slopes, with still longer strides. The covering of snow was too soft and deep for the glissade, but we had occasional opportunity to do toboggan in proper toboggan attitude, but minus the toboggan. We took one drop of 50 feet over a bank which needed but a smart kick at its base to make it perpendicular. That slide consisted of a few minutes of careful preparation on the brink, a yell of excitement, whizz, and the extrication from a snow-bank at the bottom. Ascent, descent and the halt at the top consumed only four hours.

The appetite which I acquired was soon satisfied. The face burned by the sun glare will quickly heal. The memory of it all will stay, and some day I want to go back there and climb Sir Donald.

THE POWER OF PRAYER.

A Reading (Pa.) woman, has a strange method of warding off assaults from her husband. She does not go to law, as her religion would not permit her to do that. She and her husband are both Dunkards, says the Reading Herald, and when the husband so far forgets his manhood as to attempt brutal measures, the wife falls upon her knees and prays to heaven to stay his arm. Invariably he stops instantly at such a unique appeal. He fears neither police magistrate nor court, but the religious training makes him sober down quickly when his wife petitions Providence to interpose.

Capt. Bowles Promoted.

The Youngest Commander Succeeds Capt. Lee on Empress of Japan.

Short Talks With Travellers in Whom Everyone Is Interested.

The R. M. S. Empress of Japan arrived at William Head quarantine station yesterday afternoon with 56 first saloon passengers, 8 in the intermediate, 168 Chinese, 46 Japanese and 1 Indian steerage, completing a passage from the Orient of 11 days.

It was a notable voyage, not with respect to speed alone—a voyage destined to be memorable to both officers and passengers.

In the first place it was the maiden trip for the new commander, G. D. Bowles, R. N. R., who after several years of active service with the company, latterly as first officer of the Empress of China, has recently replaced the veteran Capt. Lee in the charge of the favorite Empress.

He is perhaps the youngest commander of any of the large and first-class ocean liners, but at the same time a commander enjoying the fullest confidence of all his subordinates, as well as his owners—a first-grade navigator and a prime favorite with everyone brought in contact with him.

Fortune seems to have smiled upon his promotion. For while the China, of the Pacific Mail fleet, was 24 hours ahead in leaving Hongkong, and fully expected to be first at Shanghai, she had the misfortune to strike the heart of a typhoon in the passage, and while engaged in fighting the elements in their fury was passed by the plucky little C. P. R. ship and beaten to their mutual destination by a clear 60 hours.

Nor was the winning of the race without reward. At Shanghai a large "rush" consignment of silk was awaiting shipment, intended for the China, as first arrival. The Empress of Japan coming in ahead, although altogether unexpectedly, received the valuable cargo, and accordingly had upwards of 300,000 pounds of silk for quick transhipment to New York from Vancouver to-day—the largest and probably the most valuable silk cargo ever brought to America.

The same storm that so reduced the profits of the China's trip came within an ace of compassing the destruction of another 'Frisco craft—the new schooner Bessie Stevens, which left the Bay City a few months ago with an exploring and trading party for Guam and Manila. She had reached Cape Ste. Elie for first port and was proceeding to Manila when caught in the typhoon, which had so nearly sent her to the bottom that the skipper had himself abandoned hope and was ready to lower the boats when the skies cleared. The schooner is now repairing damages.

Another victim of the storm was the Japanese steamer Nunobiki Maru, which foundered off Barren Island. One of her boats, containing 13 men, was picked up by the Kuikang, while another with the second officer and seven men arrived at Moji the day the Empress sailed for Victoria. Two other boats with their crews are believed to have been lost.

Senator and Mrs. A. J. Beveridge, of Indiana, the former of whom went to Manila to send out the dove of peace with overtures to the insurgents shortly before the outbreak of actual hostilities between Aguinaldo's forces and the soldiery of the United States, returned from Manila by the Empress.

The Senator absolutely refuses to express an opinion upon anything connected with the Philippine campaign—and most especially to General Otis' inefficiency. He is accompanied by Dr. J. Donelan and Mr. R. D. Wood, both American citizens, the former a resident of Manila for the past 25 years, and the latter a 30 years' Filipino, by right of residence.

These gentlemen are now on their way to Washington, with Senator Beveridge, it is understood, with the object of making representations as to the settlement of the Philippine problem. Dr. Donelan is accompanied, in turn, by one of the virtual leaders of the native party, who has cast a new light to throw upon the aspect of affairs.

Senator Beveridge denies that he has been lost for a week, or for any period longer or shorter, as declared by press despatches. He had the misfortune to be a passenger on a steamer on which a single case of bubonic plague developed, and of course he went into quarantine with the other passengers for a week. He was therefore lost to the world, although he had himself not the slightest opportunity to get lost, had he wanted to.

Consul-General J. de Navarro, a scion of one of the most ancient and notable houses of old Spain, and for the past 4 years representing that country at Hongkong, is en route to New York, where he is to replace the present representative of Spain.

Consul Navarro is a very sick man. He says that for the past six months his physicians have denied him access to books or newspapers, while refusing him knowledge of the progress of national affairs. Since the close of the American war he has been a wreck from nervous prostration, and in consequence asked for a change, being (somewhat sarcastically) given a post under the Stars and Stripes.

"Why should I say aught?" he inquired, when pressed for an interview as to the ultimate destiny of the Philippines—"I have been practically out of the world lately."

Mr. J. H. Perry is a confidential agent at the British foreign office, and while he could tell a very interesting story if he would, his mouth is officially closed.

Some time ago the Chinese government negotiated a loan of 15,000,000 taels, to meet the last installment of the Japanese indemnity claim, giving as security a mortgage upon the "lekin," or inland revenue.

This source of income not being managed to the satisfaction of the British investors in the loan, Mr. Perry has been investigating the antagonistic conditions.

He is now going home on leave, and will present his report.

Mr. P. T. Somerville Large is another traveller who is credited with being one of the capitalists making up a part of the loan to China. He has also been having a look at Chinese conditions, which just now are absolutely dormant.

Speaking of Messrs. Mackenzie & Mann's possible work of railway building, Mr. Large expresses the opinion that it will be some time before the American syndicate secure their concession, and longer yet before—with a literal "squeeze pigeon" native objection to the "crossing of bones" will be overcome.

As for the tract in which the Canadian contractors are most directly interested, Mr. Large says that it is very mountainous, and will prove an expensive piece of road to build, besides involving some trying feats in engineering.

Messrs. Nelson and Saunders, among the Empress passengers, are two Australian millionaires, with yet other millions at their back, who have come to British Columbia to make investments. They are largely identified with Australasian industries; have recently been examining the mining prospect of slumbering China; and are at present bound for Kootenay, where they have properties in view which an Australian syndicate will probably develop.

Mr. F. C. Anderson, who comes from Hankow and is on his way to England to visit his mother, whom he has not seen in many years, is the general manager of the Hongkong & Shanghai Bank at Hankow, and gives an interesting outline of the critical situation at Pekin arising out of the failure of the latest loan. He is directly interested in the Belgian railway project and has good hopes of its ultimate consummation.

Mr. C. Crane is manager of the Eastern Telegraphs in Japan, and was brought prominently before the reading world a few years ago in connection with the going down of the big East Indian steamer Catterthun, on which he had the ill-fortune to be one of the passengers. There were but two survivors of this memorable disaster, one of whom has since died—so that Mr. Crane is now the only one living to tell from personal experience the horrors of that tragic episode in Oriental maritime history.

Other Empress passengers included Surgeon-Major Alpin, of the Indian service, who is going home to England, retired; Miss Bailly, a somewhat famous missionary worker, coming—as does Surgeon-Major Alpin—from the mysterious "north of the hills" country; M. G. Beraud, a globe-circler; J. G. Birch, a prominent Chinese merchant; A. W. Brewin; M. Camproger; W. G. Clark, a rich Queensland sheep rancher; Mrs. Erskine; M. L. Feydel; Miss S. M. Hamper; L. Harrison; J. B. Hartley; Miss de Harven; R. W. Hill; W. E. King and Miss King, who disembarked here; L. Knight; S. Kunizawa; S. Miura; the Misses Lovell; Rev. T. Miyagawa, who oddly enough comes to America to engage in missionary work; K. Mizuhara; A. G. Mosle; Miss G. Razzu; Lieut. C. D. Rundall, R. E., who has been engaged in railway survey work in Burmah; R. A. Ruttan; Mrs. and the Misses Stoddard, from the Southern States and enjoying a pleasure tour round the globe; K. Tamaka and wife; M. Tovani; C. F. Trepplin; M. and Mrs. Van Derlip; Rev. and Mrs. F. W. Voeglein; W. R. Vibrams; M. C. Voullemeir; Mrs. D. M. Warner; A. E. Watts, R. N.; and Mrs. C. Wilberg.

ON THE YUKON.

Telegraph Offices Opened Along the Government Line Now Building.

Many of the Klondike miners who went to Cape Nome have returned and report the "diggings" a fake, pure and simple. The same is said of the Big Salmon "find."

Telegraph offices have been opened at the following stations for the reception and transmission of telegrams: Bennett, B. C.; Caribou Crossing, N. W. T.; Tagish, N. W. T.; White Horse, N. W. T.; Lower Lebarge, N. W. T.; Hootalinqua, N. W. T.

There are now about 1,000 head of sheep being pastured near Dawson.

A money order department has been opened at the Dawson post office.

There is one band of 150 pack animals now en route to Dawson, besides several smaller bunches. The arrival of this stock will certainly flood the market, as the stock there now is just about sufficient for the demand. Packing has cheapened very materially in the past two weeks. Where the ruling price has been 15 cents per pound to points on Bonanza, and packers in good demand, the prices have fallen to 9 and 10 cents, with but little work. And this holds good on the other creeks. Many claims that have been giving employment to large crews of men have shut down for want of water, cutting off a share of the work. Horses that would have readily sold for $250 and $400 two weeks ago now find a weak market at half that price.

WEBSTER'S IDEA OF THE ORATOR.

"The orator who would do justice to a great theme or a great occasion must thoroughly study and understand the subject; he must accurately, and if possible, minutely digest in writing beforehand the substance, and even the form, of his address; otherwise, though he may speak ably, he will be apt not to make in all respects an able speech. He must entirely possess himself beforehand of the main things which he wishes to say, and then throw himself upon the excitement of the moment and the sympathy of the audience. In those portions of his address which are didactic or narrative, he will not be likely to wander, in any direction, far from his notes; although even in those portions new facts, illustrations and suggestions will be apt to spring up before him as he proceeds. But when the topic rises, when the mind kindles from within, and the strain becomes loftier, or bolder, or more pathetic, when the sacred fountain of tears is ready to overflow, and the audience and speaker are moved by one kindred sympathetic passion, then the thick-coming fancies cannot be kept down, and the storehouse of memory is unlocked, images start up from the slumber of years, and all that the orator has seen, read, heard or felt returns in distinct shape and vivid colors. The cold and premeditated text will no longer suffice for the glowing thought. The stately, balanced phrase gives place to some abrupt, graphic expression that rushes unbidden to his lips. The unforeseen incident or locality furnishes an apt and speaking image; and the discourse instinctively transposes itself into a higher key."—Senator George F. Hoar, in Scribners.

A Vienna engineer named Pollak has made a discovery which seems to have solved the question of rapid transmission of telegraphic messages. By a process only requiring the use of a simple apparatus Herr Pollak is able on the same telegraphic line to wire 60,000 words an hour. The details of this remarkable invention have been bought up by a stock company, which states that up to the present they have met with great success.

By Alpha From The Gold Fields

Rich Specimens of Gold and Copper Quartz From Atlin City.

Laborers Exodus From Klondike—Particulars of the Big Fire at Dyea.

Victoria's second Northern treasure ship this week, the Alpha, arrived last evening at 8, with 130 passengers, nearly all from Dawson. She brought in gold anything between fifty and a hundred thousand dollars. Purser Gray had $40,000 in his safe belonging to different passengers. Of this amount, the principal owners are a man named Lindell, Count Ratscloffe and George Kenny. The Count is the owner of Twenty-six Below on Bonanza, and with many others, including a party of his own numbering 40 people, took passage from here on the Utopia soon after the Alpha's arrival. George Kenny is the owner of Twenty-four Below on Bonanza, and was considered one of the wealthiest of the passengers, having, besides a quantity of gold, checks to the value of even more. Among other rich passengers were the Anderson brothers, of Seattle, who have spent four or five years in the North, and were among the first to locate in the Klondike country. The Dawsonites arriving on the Alpha started for the Coast on the 26th of last month, leaving on the river steamer Gold Star. They report generally a great exodus of laboring men from Dawson this year, and that at present times are pretty good in the Yukon country. So many people are leaving that work has been created for those out of employment, and it is a matter for grave concern with the mine owners at present whether this winter will see a sufficient number of men in the country to work the mines.

The Alpha left Skagway on Friday morning, and had a very smooth passage south. Coming through Seymour Narrows a heavy tide was encountered for 15 minutes, while the engines were working full speed ahead, the ship made no progress. On the trip down the officers vacated their rooms for the accommodation of passengers, and many went without sleep for the greater part of the voyage.

GOLD AND COPPER.

Rich Specimens Brought From Atlin Country by a Party of Americans.

Among the arrivals on the steamer Alpha was a party of Americans, composed of Dr. R. Morrell, of Los Angeles, P. J. Brady, and others, who have struck it rich in several parts of the Atlin country, and carry between them gold and copper specimens which are really remarkable. One of the party's "propositions" is located 6 miles from Atlin, and runs from 20 per cent. to pure copper. Another copper property is situated at White Horse, and runs, as Brady says, $300 to the ton. Mr. Brady reports that within the last month or two some hugh nuggets have been taken out of Spruce and Pine creeks. One, he said, was as big as a pear, and had been sold to Rice, the proprietor of an Atlin hotel, for $1200. Yet, Mr. Brady says Atlin is only a fair mining country, good for hydraulicing, but none too rich for the prospector with limited capital. While prospecting himself, he says, he ran across many an old river bottom that undoubtedly is rich, but which can only be handled profitably on a big scale.

SOLDIERS TIRE OF FIGHTING.

Washington Regiment Refuse Further Exposure, and a Captain Placed Under Arrest.

Manila, Aug. 2, via Hongkong, Aug. 8.—The gungoat Rapidan last week shelled Paete, on the lake near Santa Cruz. The town was full of people who had been encouraged to return after Gen. Lawton's expedition, having been assured that they would not be molested if they peaceably attended to their business.

Lieut. Copp, who was in command of the Rapidan, heard that the insurgents had re-occupied the town, and steaming close in, opened fire with his 6-pounders without warning. The people, seeing the boat approaching, fled to the hills in a terrified condition, and with barely time to escape. One child was killed and many buildings were damaged. The authorities express great regret on account of the incident.

After the taking of Calamba by the Americans, General Lawton ordered that Captain Otis of the Washington regiment be relieved of his command and placed under arrest, on account of the slowness and seeming reluctance of the companies under his command in obeying orders to disembark from the cascoes and wade through the marshes under fire. The men say that the majority of them have been sick and unfit for duty, and were given to understand that they would not be asked to do any more fighting.

LATE NEWS OF DAWSON.

Liquor Dealers Complain of the Regulation Keeping Back Their Stock.

The Klondike Nugget is beginning to take rank with The Ram's Horn for the terse aptness of some of its expressions. Here are a couple of samples from the last issue: "One swallow does not make a summer, nor one color a paystreak." "Stampeders to Cape Nome may properly be called nomads."

The saloon keepers and liquor dealers of Dawson were to have a meeting on the 4th of this month, to take in hand the matter of effective organization, and present in due form their grievances against the government refusing entry to their ordered stocks of liquor. They emphasize the unfairness of collecting $2,000 and $2,500 a year licenses for the right to sell liquor, and at the same time preventing the entry of stocks secured at great expense under the authority of the supposed liquor privileges.

Among the most popular entertainers now at the Dawson opera house are two well-known Victorians, Messrs. Voorhees and Davies, banjo and guitar duettists. They appear in connection with an entirely new adaptation of "The Devil's Auction," which in the land of midnight sun is re-christened "La Siege Inferno."

My friend, look here! you know how weak and nervous your wife is and you know that Carter's Iron Pills will relieve her, now why not be fair about it and buy a box?