THE CITY.

THE Fire Mountain mine at Harrison Lake yesterday sent a 3,000-pound sample of rock to the metallurgical works here for treatment.

PREPARATIONS for the approaching bench show are to be perfected at a meeting of the kennel club to be held in Pioneer hall on Tuesday evening.

R. C. MCALPINE, of, Vancouver has been awarded the contract by the Messrs. Dunsmuir for their projected ferry barge to carry loaded coke trains across the gulf from Union to the Terminal City.

THE funds in the hands of Mr. A. J. C. Galletly, honorary treasurer, toward the establishment of the Victorian Order of Home Nurses, now totals $342.45, the subscriptions since last acknowledgment being: Strawberry Vale school, $2; and A. W. Vowell, $5.

HENRY MAXWELL, who has been spending four weeks or more hunting, fishing and sketching in the neighborhood of Cameron lake, reached Victoria yesterday on his way to San Francisco. He has eight fine deer-heads to testify to his skill with the rifle and the abundance of big game thus close at hand.

AN application has been made to the Supreme court here by Mr. L. P. Duff, acting in behalf of the Old National bank, of Spokane, for the winding up of the O. K. Mining Company, of which incorporation the bank is a creditor. Mr. W. J. Taylor appears for the company, and the application will be disposed of ten days hence, to which date it has been adjourned.

W. H. HARRIS and H. J. O'Leary, delegates to the Second Grand Council, and H. J. O'Leary, grand treasurer of the First Grand Council, left this morning for Tacoma to attend the Second Grand Council of the Northwest, which meets in that city on Monday. The session will last four days, and several important changes in the constitution of the order will be brought forward. The next Grand Council meeting will probably be held in Victoria.

SEVERAL complaints have been received during the past few days as to the pollution of the river during the past week or two in the neighborhood of the Steveston salmon canneries, a correspondent of the COLONIST being among the last to pronounce the odor from accumulated offal the reverse of salubrious. The cannery proprietors insist that there is nothing to complain of, and as Professor Prince will be in the locality during the next day or two, if anything is amiss it will speedily be remedied.

WITH reference to the letter of a correspondent signing himself "Another Observer," appearing in the issue of the 31st of July, the COLONIST is requested to state that the ground alluded to, on which it is asserted that a large number of Canadian thistles are growing, has been thoroughly looked over by an officer of the Department of Agriculture, and whilst he saw numbers of other thistles, not a single specimen of the Canadian was discovered. If "Another Observer" will call at the office of the Department of Agriculture he will be shown the difference between the thistles alluded to.

THE second step taken by his counsel toward securing a new trial for Jim Woods, convicted of murder some months ago at Nelson, was the application to the full court yesterday for leave to appeal—the permission of the Attorney General to make this application having first been obtained. Mr. L. P. Duff appeared in behalf of the motion yesterday, acting for McDonald & Johnson of Nelson, while Mr. A. G. Smith, deputy attorney general, was present as the representative of the Crown. The motion was granted, and on Tuesday next the appeal will come before the full court in the form of a case stated.

DURING the excitement attendant upon the loading of the Bristol yesterday afternoon a prospective passenger, named David Dendania, who had journeyed all the way from New Orleans, came near being killed through becoming mixed up with the steam winch. He received a broken arm besides other severe though not permanently serious injuries. The man in charge of the winch was working under difficulties from the crowds surging around him in spite of all efforts to keep them back. The injured man was taken to the Jubilee hospital, where he expects to remain until the sailing of the next steamer North. His friends are taking his horses and other belongings on to Skagway in advance.

Now that the fishing is practically over on the Fraser river and the Indian fishermen have cashed in their checks, the Victoria city police find that the lull in business for them has abruptly come to an end. Yesterday's session of the city court was a reminder of the good old times when Tom Lindsay voiced the melodious Chinook at the rate of $2.50 per voice. Indians were in the great majority, and all for looking upon the rye when it stirreth itself aright and causes the red man to whoop in sympathy. Beechy Bay Bob was the only one of the party who had been taken with the liquids in his possession, and the fine in his case was $25 and costs—which his friends are now endeavoring to secure. Amelia, Jennie, Bob No. 2, and Charles Swan—who, by the way, is no relation of the swan lost by Ald. John Hall—each contributed a fine of $5, with the supplementary taxation of costs.

Mr. Natanael Mortonson, a well-known citizen of Ishpeming, Mich., and editor *Superior Posten*, who, for a long time, suffered from the most excruciating pains of rheumatism, was cured, eight years ago, by taking Ayer's Sarsaparilla, having never felt a twinge of it since.

Notable Passengers.

NEW YORK, Aug. 14.—Among the passengers who arrived to-day per steamer Campania from Liverpool were Chas. D. Aubigny, the Right Rev. Bishop of Caledonia, Capt. Kenneth Campbell, Prof. C. Fitzgerald, C. R. Griswold, L. Hurtado, Y. Espinosa, His Excellency the Marquis Ito, Lord Kelvin and Lady Kelvin, Commodore H. P. Slavin, Willoughby Smith, Prof. Whitla and John L. Wing.

Baden Disturbed.

ZURICH, Aug. 12.—A dispatch from Baden, the locality of the famous hot mineral springs, says that a great fire almost destroyed the Grand hotel this evening. There was a panic amongst the guests, and two lives were lost.

AS IT WAS IN '49.

An Old Veteran of the California Rush Discusses the Yukon Mining Regulations.

Foreigners Were Not Treated by Californians on the Same Plane As American Citizens.

While the American press and a small portion of the American people are complaining so loudly of the imposition of royalities and fees by the Canadian government upon those who make their fortunes in the upper Yukon gold fields, it is interesting to read how the Americans themselves have treated foreign miners in that model mining state—California. One of those who can speak from experience on this subject is Mr. William Kermode, of 147 Yates street, this city, and this is how he deals with the question of mining regulations generally, in a recent letter to the COLONIST:

"I write these few lines," he says, "in the hope that they may be of some assistance in placing the mining laws in a little better shape than they are at present—that is so that they will give more satisfaction and justice to the miners, and to the hundred who are intending to go up to the northern gold fields.

"I sincerely hope that no miner will be allowed to have more than 100 feet of a claim, and in some placers even this is too much. I went to California in 1849 and was mining there six years in the placer diggings, and I have there seen four or five claims in one hundred feet of ground, and every one appeared to be entirely satisfied. In all my six years' mining I never had a hundred foot claim.

"If a party was going to dam the river and turn the water in a flume, they claimed all that they flumed—and even then it seldom amounted to 100 feet to the man. If a man found a slide on the river that paid he simply staked off about 30 feet. That was a double claim, for discovery. The other miners would stake off 15 feet to the man—that is 15 feet running up and down the river and right back into the hill, whether it was 50 or 100 feet to the bluff of the hill or more. When any miner claimed more ground than he was entitled to, we simply called a miner's meeting and settled the question then and there. We seldom had any trouble. A few men only attempted to claim enough ground to farm on, or more than they would ever work.

"In these Yukon mining regulations, it does not look as though we had taken any thought for the thousands of people who are now going up to make a try for fortune, when it is proposed to give those who take up claims 500 feet. It is a certainty that no man is going to stay in that country long enough to work a claim of 500 feet. No one, indeed, would stay long enough to work a claim of 100 feet thoroughly. To make such a law is simply to put a premium upon hogginess.

"I hear that some of these northern miners have already got all the gold they want and all they can manage to carry out, and are simply waiting for some of their friends to come in and relieve them of their claims. This is why they want 500 foot claims, so that they can provide for their friends. If the claim owners had to stop and work out their property, I don't think any one of them would live to get out of the country.

"I say cut the claims down to 100 feet or less, according to location. In some places there may be twice as much pay dirt as in others. But a 100-foot claim is sufficiently large anywhere.

"In California I paid a tax of $20 a month for the privilege of mining. I was English, and if I had not paid this license fee anybody who came along could have jumped my claim. This was in 1851.

"I think that 20 per cent is a very proper proportion to charge on all gold going out of the country—that is on all amounts over $3,000. If it was in American territory that these rich diggings had been discovered, I am sure the foreigner's share would be very little. As it is at present, it looks as though Canadians would realize but a small portion of the profit."

"Our part will just about be the working part of the business. We will make the roads, see that the miners have the advantages of law and good government, police the country thoroughly, provide postal facilities, and do the hundred and one other necessary things for the benefit of the thousands of American miners that are coming here to load up the gold and take it away. Will the proportion of the output sought to be collected more than pay the cost of all this? I do not think it will.

"And when these American miners have got all the gold they can manage to pack away with them, we will see them and their treasure safely out of the country—and no thanks to us in the end. They call themselves Americans, but really I do not believe the half of them are. They are more likely a lot of all nationalities, wanting the whole of the world and determined to be dissatisfied unless they get it."

DROWNED IN THE SKAGWAY.

ASTORIA, Ore., Aug. 12.—The Oregon Railway & Navigation Company's steamer George W. Elder, which arrived here at 6 o'clock this evening direct from Dyea, brings news of two drownings, one of the victims being from Seattle and the other from Nanaimo, B.C. Dwight Fowler, of Seattle, lost his life on Aug. 8th, while attempting to ford the Skagway river. He carried seventy-five pounds on his back and a parcel in each hand. The log on which he was walking was partially submerged, and he lost his balance. Encumbered by the heavy load, he soon sank and was drowned. His identity was learned at Dyea, where his body was taken. The other fatality occurred on August 6th. The unfortunate in this instance was Thomas Wall, a resident of Nanaimo, B.C. While crossing Dyea river with a pack horse, the animal and rider were swept away by the current and lost. Wall was heavily laden with luggage, and was helpless in the raging stream.

Incident to the drowning accidents was a dispensation of mining camp justice. Two men, named Young and Cleveland, who were operating pack trains near the scene of the accidents, recovered the bodies and took them to Dyea. Arriving at the town they demanded $10 for their services. The citizens were very indignant and called a mass meeting. One of the men was given twenty-four hours to leave town. He applied for passage on the Elder, but, as he wished to go north to Juneau, he was forced to take to the woods until he can secure the desired passage. As the Elder left the citizens were about to meet to consider the case of his partner.

SEATTLE, Aug. 13.—Dwight Fowler was one of the party headed by J. Wesley Young, who left Seattle July 28th, taking the steamer Islander from Victoria. The other members of the party were C. N. Richards and Robt. Redfield. Fowler was the eldest son of Edward B. Fowler, who does a mortgage and loan business in this city. He was 24 years of age, and resided with his parents at 518 Boylston avenue. He was a stenographer, and for the past year has been with one of the mining companies in Cariboo. He leaves a father, mother, two sisters and a brother. He was a native of Kansas, but made Seattle his home for the last seven years.

NANAIMO, Aug. 14.—The late Thomas Wall was one of Nanaimo's best known citizens, having been at one time proprietor of the Balmoral hotel in that city, and more recently working as a carpenter at the Protection Island shaft. He was a man of powerful physique, and just in the prime of life, being about 48 years of age. Deceased leaves a wife and family to mourn his untimely end. Naturally the news of the drowning has caused profound sorrow in the Coal City where deceased was widely known and held in high esteem. As stated in the foregoing dispatch, Thomas Wall was a passenger on the Islander on her last trip to Dyea, and there are many who remember him as a prominent figure among the cheering crowd of jubilant gold-seekers which thronged the deck of the steamer as she left her dock in this city.

THAT FIERY MYSTERY.

VANCOUVER, Aug. 13.—Thousands of Vancouver citizens to-night viewed with the greatest interest and curiosity a mysterious luminous body believed to be that which has been seen in many parts of British Columbia during the past month. At nine o'clock it was travelling with tremendous rapidity in the same direction as the earth, and at a speed which would circle the globe in 24 hours. It is low down in the horizon, just skimming the mountain tops in the southern sky. It is travelling with slightly rising and falling motion. It is extremely brilliant, red in the centre and surrounded by a luminous diaphanous mist. As seen to-night it would appear to belong to the stellar system, perhaps a mighty meteor running amuck, a strayed star erratically jolting across the heavens. It is strange that the observatories have reported nothing of the mysterious skylarking of this nondescript luminosity.

Before to-night this stranger had been seen by many Vancouver folk, including Reeve Schou, who was on the steamer Rithet on Monday last, and one of the many passengers who watched the object for hours. Mr. Schou gives the most exact description yet published. It moved parallel to the sea far below the star line. It looked like a very bright red star surrounded by a luminous halo, cigar-shaped. It travelled slowly, as appeared from that distance, and occasionally there seemed to drop from the bright red star a shower of sparks like the spluttering of an arc light.

Torpedo Boats Coming.

LONDON, Aug. 10.—In pursuance to the British Admiralty's policy of strengthening the torpedo boat and torpedo destroyer flotillas abroad, the Virago and Thrasher have been commissioned for the Pacific station (British Columbia), and the Quail and Sparrowhawk have been commissioned for the North American station. These small vessels will be convoyed to their stations by cruisers.

Magic Liniment is the most remarkable curative discovery of the age, penetrates muscle, membrane and tissue to the very bone. Relieves all forms of swelling and inflammation. x

Beautiful eyes grow dull and dim
As the swift years steal away.
Beautiful, willowy forms so slim
Lose fairness with every day.
But she still is queen and hath charms to spare
Who wears youth's coronal—beautiful hair.

Preserve Your Hair

and you preserve your youth. "A woman is as old as she looks," says the world. No woman looks as old as she is if her hair has preserved its normal beauty. You can keep hair from falling out, restoring its normal color, or restore the normal color to gray or faded hair, by the use of

Ayer's Hair Vigor.

THE "TEES" RETURNS.

Skeena River Salmon Pack as Prepared for the "Colonist" From a Reliable Source.

Incoming and Outgoing Northern Pacific Liners—The "Colorado" Arrives.

The C.P.N. steamer Tees, which accompanied the Islander North on that vessel's first trip to Skagway bay, returned to port at 11 o'clock yesterday morning, having made a somewhat circuitous voyage on the way down. Calls were made on the Skeena and at Rivers Inlet and 130,000 cases of empty tins, which canners on the former river could find no use for owing to the smallness of the pack, were loaded and brought down to the Fraser to be there utilized by the Gulf of Georgia, Delta, Wellington and Harlock canneries. Ten whites and 30 Chinese, who were employed about the Northern canneries, also came down on the Tees to work on the Fraser. The different packs put up on the Skeena this season have been reported on several occasions, but only approximated by steamboat captains, whereas the following table has been authoritatively prepared for the COLONIST: B. A. P. Co., 8,100; S.K. P. Co., 7,640; W. Canning Co., 7,800; Balmoral C. Co., 7,000; Inverness C. Co., 7,700; N. P. P. Co., 8,000; Carlisle C. Co., 5,500; Claxton C. Co., 5,400; Standard C. Co., 5,700. Capt. Goss reports that all the Northern canneries are now closed down except Spencer's, at Alert Bay, which is putting up 9,000 cases of humpbacks. The sale for this fish has already been found or else it is doubtful if they would be packed. This fish is preferred by Indians and some others, but it turns white in being cooked, and for this reason it is not in general demand, and consequently canners seldom handle it.

Having left Skagway the day after the Islander's departure the Tees brings no later news from those going into the Yukon. While at Dyea she lost two of her crew—a fireman and a deck hand — who had contracted "Klondicitis." Before disembarking, her passengers presented Captain Goss with an address as follows: "We the undersigned passengers from Victoria and Nanaimo on board the steamship Tees desire to express our hearty thanks to Capt. J. Goss and all his officers and crew for the untiring attention displayed towards us while on the trip to Dyea en route to the Yukon gold fields. Their kindness will ever be a pleasant recollection when we are facing the difficulties which can be expected to be met with while in the land of the Midnight Sun." As freight for Victoria the Tees brought 400 cases of Skeena river salmon for the outer wharf. She will leave for Skidegate and way ports tomorrow evening.

NORTHERN PACIFIC LINERS.

At the outer wharf yesterday afternoon the big Northern Pacific steamship Olympia lay for several hours. The ship is on her way to the Orient with as much cargo as her immense freight wells are capable of holding. It consists of flour, iron, wire and general supplies, and if she had room she could have had a large consignment of lumber. Her passengers were not numerous, a party of missionaries returning to Japan occupying almost the entire cabin accommodation. The Olympia will be followed in port by the Columbia, which has sailed from Yokohama with 150 passengers and a full cargo. According to the Tacoma Ledger the freight consists principally of tea, raw silk, curios and general Eastern merchandise. The silk on the Columbia amounts to 1,725 bales, worth about $400,000. It is the first considerable consignment of that article to leave the Orient for this port for several months. One hundred and forty of the Columbia's passengers are Asiatics. This is the maiden voyage of the Columbia as a Northern Pacific liner. She was formerly of the Castle line of steamers, that ran to Capetown, and was known as the Methvane Castle. The Northern Pacific liner Olympia, now in port, is a sister ship to the Columbia, and was once a Castle liner. She was then called the Dunbar Castle.

TWO CHAMPIONS.

NEWPORT, Aug. 12.—Robert Fitzsimmons opened the day at Newport. His advent had not been announced, but he was recognized the moment he stepped from his carriage at Leland's Ocean House. After lunch Bob met Chauncey M. Depew and they had a short chat on the relative merits of their arts. The Doctor beamed with appreciation when Fitz said: "They say Mr. Depew that the man don't live who can stand up to you in an after dinner talk." The two men shook hands warmly and Dr. Depew felt of Bob's arm with an expression of astonishment on his face. Whereever Fitz went fashion halted to take a look at his broad shoulders, and many ladies were presented to him. He received the attentions lavished upon him modestly but with visible delight.

Many invitations to go driving and to dine were declined by the champion on the ground that he found it much pleasanter to be free from engagements of any kind. He left for New York to-night on the 9 o'clock boat. While Fitzsimmons was at Dr. Depew's he met young Cornelius Vanderbilt and the two engaged in quite a conversation. The latter afterward remarked to a friend that he was very agreeably surprised in Fitzsimmons, that he was a man with very gentlemanly manners and an honest, open countenance. In the afternoon Bob and his secretary visited the flagship New York, where they received a great ovation.

Alleged Embezzlement.

PEORIA, Ill., Aug. 12.—W. A. Sheehan, ex-grand secretary and treasurer of the Brotherhood of Railroad Firemen, was arrested to-day at the instigation of the grand trustees, charged with the embezzlement of $1,840. He was released on $2,500 bail. It is said by Mr. Sheehan's friends that the prosecution is simply persecution, and the matter might have been easily adjusted within the organization.

SAILING OF THE BRISTOL

Some Scenes and Incidents Attending the Loading of the Big Steamer.

Great Crowds Visit the Dock and Impede Work—Accident to a Miner.

No steamer has ever carried from a Pacific Coast port a larger or more strangely assorted freight of men and their belongings than will the big 3,000-ton cargo ship Bristol when she casts off her lines this morning, bound for Skagway Bay.

To say that every foot of accommodation aboard is occupied is hackneyed, and at the same time gives but a very inadequate idea of the situation. She is full up—from the bottom of the lowest freight hold to the promenade deck. Men and horses and outfits are piled tier upon tier six ranges high, and the thousands of tons of cargo are sifted in between wherever an inch of space is found available.

There will be more than 500 men on board during the trip, and quits as many four-footed servants, while the great majority are provident and have with them clothing and provisions sufficient to last them a year at least. Only those who have outfitted large armies of men can realize what this means.

For days past the Bristol has been the greatest object of interest in the city, to Victorians as much as visitors. And as the loading of the immense ship has progressed constantly growing crowds have employed themselves by getting in the way of the scores of busy men making her ready for departure and at the same time forming their own opinions as to the way in which she has been made ready for her momentous trip.

Yesterday witnessed the climax, with the wharves and the thoroughfares leading to them literally alive with people and amateur and professional photographers galore incidentally taking each others pictures over and over again as fragments of the interesting throng.

Fortunate were those who had gone aboard before the crush became so pronounced. The others were deprived of the opportunity of satisfying themselves as to the scrupulous cleanliness of the ship, or of gazing down the great wells to see the tiers of horses and men rising one above the other until they stood upon each others' heads six deep.

In a way the constantly shifting promenade of sightseers yesterday was very like that which invariably hails the advent of the circus—and, too, the many decks of the Bristol were not unlike in several respects the working tents of some great travelling show. The horses, the men sleeping here and there and everywhere, so long as they were not stepped upon, the folded canvas, and the general air of novelty and suppressed excitement—all had a flavor of the circus, despite the fact that the picturesque miners are a very different class from the average sort of circus folk.

The great bulk of the freight consists of the commonest necessaries of life for man and pack horses. Very few have attempted to take with them luxuries. It is a stern fight with inhospitable nature that is before them, and the majority realize it. Only occasionally has something out of the common gone aboard, and there is immediately much speculation concerning it. A large package of old magazines claimed consideration for a short time yesterday, and smiles were freely indulged in at the expense of the unknown prospector who proposed to gratify his literary taste in the wilderness. Presently the expressions of uncomplimentary opinion were hushed, when a veteran prospector claimed the bundle with the observation,

"I reckon I know what I am doing. If those magazines arn't worth a couple of dollars apiece before we get to Dawson, these new diggings aint like any I've ever seen afore."

It may be explained that paper mail is not yet accepted for the Far North, and a newspaper was accordingly worth from $5 to $10 in Dawson at latest reports.

Another object of curious attention was a stack of bicycles. Who ever heard of bicycles in a mountain country, so rough that only the most sure-footed horses could go through it? Well, for one, Al. Brittain, the owner of the bicycles, had. He had found, he explained, that with a little rack extending from the middle to the handle bar, he could push 400 pounds of baggage as easily over the average mountain pass as he could carry a hundred weight. Of course, for difficult climbing, the bike would have to be abandoned, but where he intended to use them they would be workable. He had been in the Yukon country before, and knew what he was talking about.

The dogs are still another prime attraction at the docks from which the Skagway steamers depart. All kinds are in evidence, but the Newfoundlands and St. Bernard's preferred. From these the faithful companions of the miners degenerate in size to two-foot specimens that represent any or no brand known to fanciers.

It will probably be daylight before the Bristol steams out. If she had had more room for horses it too would have been occupied, for many applications for passage for man and beast had to be refused. The passengers could have been taken, but all wanted to bring horses along. The successive postponements of the Bristol's sailing caused much complaint, and the passengers at one time became so impatient that a sign on big brown paper was displayed on a pole near the approach to the wharf, reading thus: "Notice—At 6 o'clock this afternoon there will be a meeting held on the north end of the wharf, to protest against this unreasonable delay of the Bristol."

Of course the meeting was not held, for there was nothing to be gained by it, for the ship's officers were making every effort to get her load aboard as soon as possible. But several of her passengers who have had to go without their freight had she sailed on time, as it was delayed in coming from the Sound. One old Cariboo miner on board recognized in crowd of passengers ex-Mayor John Grant, and looks forward to a good time when he discloses his identity. With none of the party have the customs officers had any trouble. Some regretted exceedingly that they outfitted on the American side, and a crowd of 20 or more who had done so and who were seeking some fatherly advice from D. A. Driscoll, an old customs officer desired him to have the news spread broadcast throughout the American cities that Victoria is the place in which to outfit. Many wrote letters to be mailed here, advising their friends of the mistake they had made in buying supplies on the American side at the same price almost as prevails here, and of course they had to pay duties in addition.

For handling a large crowd such as she carried there could be no better ship than the big steam collier Bristol. Her hatches will always be open, for in seas which would bother the average North bound steamer the Bristol will ride with almost an even deck. Even in her most crowded quarters there are what might be called promenades this breathing room having been carefully arranged for by the agents. In order that passengers may suffer no inconvenience at the end of the trip two scows have been provided for uses in unloading at Skagway bay.

SNIDER-WOLFF.

Two Popular Young Victorians are United in the Bonds of Matrimony.

Under a fragrant bell of white roses and maidenhair fern, at the home of the bride's parents, on Quadra street, last evening, Mr. George D. Snider, the the well-known defence player of the Capital lacrosse team, and Miss Amy D. Wolff, daughter of Mr. and Mrs. Ernest H. Wolff, sr., joined hands and were declared man and wife. The bride wore a most becoming gown of white silk, adorned with the significant orange blossoms, and was attended by her sister Miss Emma Wolff, and the groom's sister Miss Tillie Snider—attired respectively in blue and in white. Mr. Ernest A. Wolff and Mr. Heatherbell supported the groom, and the venerable Bishop Cridge performed the interesting ceremony, the witnesses comprising a merry party of friends and acquaintances who quite filled the hospitable home. The groom is a native Victorian, a son of Mr. William Snider, of Spring Ridge, and has many friends in all parts of the province who will join in sincere good wishes for himself and his bride—the latter equally popular in a large circle of friends and acquaintances. Mr. and Mrs. Snider will at once take up the cares of housekeeping, making Victoria their home as in the past. A partial list of the handsome gifts to the bride, testifying to the general esteem in which she and her husband are held, is herewith appended:

Captain and Mrs. Wallace, glass water set; Miss Penketh, flower vase; Mr. and Mrs. D. McConnell, biscuit jar; Mr. and Mrs. E. H. Wolff, silver nut bowl; Mr. T. Cusack, album; Mr. and Mrs. H. Wills, hall lamp; Mr. E. C. Smith, dozen fancy plates; Mr. F. Sehl, silver and china fruit stand; Mr. E. A. Wolff, silver hanging kettle and silver fish set; Mrs. McConnell and daughters, glass set; girls of the telephone office, one dozen gold bowl teaspoons; Mr. and Mrs. Drury, silver teaspoons; Mr. and Mrs. D. M. Eberts, silver scent bottle; Mr. J. Brooks, china cracker bowl; Miss Leach, silver card receiver; Miss Collins and Mr. J. Byrn, gold lined salt bowls, Mr. D. Stewart, lamp; Mr. W. H. Brooks, silver butter cooler; Miss Robertson, pair vases; Mr. and Mrs. John Bell, dozen silver forks; Mr. and Mrs. James Bell, carving set; Mr. and Mrs. Aaronson, silver cake dish; Miss E. Wolff, silver butter dish; Miss F. Harbottle, silver teaspoons; Mr. and Mrs. G. Glover, silver and china salt and pepper set; Mr. R. T. Hales, water set and silver tray; the Messrs. Cullin, handsome rattan chair; Capital Lacrosse Club, oak sideboard; Mrs. M. J. Conlin, silver and gold sugar spoon; Mr. and Mrs. J. Bland, pink china cracker bowl and sugar and cream set; Miss Macdonald, afternoon tea set and try; Mr. and Mrs. J. H. Adams, set berry dishes; Mr. and Mrs. J. Murray, flowered glass water set and silver tray; Mrs. McGregor, silver and glass butter dish and napkin ring; Miss R. Jackson, white and red water set and tray; Miss R. Matthews, pin cushion and scent bottles; Mr. E. Bellrey, cheese dish; Mr. Heatherbell, carving set; Mr. George Tite, jr., set painted berry dishes; Mr. and Mrs. Bryant, silver napkin rings and stand; Messrs. J. and W. Bland, pair vases; Mr. and Mrs. J. Baker, clock; Mr. C. and Miss Branfield, painted tea set and tray; Miss F. Noll, pearl handle cake knife; Mr. A. E. Kent, gold and silver sugar spoon and butter knife; Mr. and Mrs. A. Lee, silver pickle jar; Mr. and Mrs. Jeeves, silver cracker jar; Mrs. F. Cole, silver pickle jar; Mr. and Mrs. W. Snider and Mr. W. Snider, jr., three oak chairs; Mr. and Mrs. Duval, pearl inlaid album; Mr. and Mrs. S. Schoen, rattan arm chair; Mrs. and Miss Dalby, engraving; and Mr. G. E. G. Brown, engraving.

ROSSLAND, Aug. 12.—A luminous ball of fire that glowed amidst a halo of variegated colors, hovered over Rossland for a time last evening and was seen by several well known citizens, among whom were: Major Cooper, J. Wilson, Magistrate Jordan, Andy Revsbeck, Alderman Fraser, Inspector Barr and others. When first observed it was hull down on the horizon, but approached with the swiftness of light, and after hovering about for over a quarter of an hour poised in mid air, surrounding itself the while with flashes of colors, it streaked off in a southerly direction and soon faded from sight. At first it was supposed to be a shooting star, but as it approached nearer it gleamed like a great ball of fire and poised itself directly above Red mountain. Although the moon shone quite brightly it did not seem to dull the lustre of the stranger. Those who were watching saw a weird sight. Little particles of fire seemed to shoot out from the main ball and then a flash of red followed. It looked for all the world like a lighthouse with a revolving flashlight of colors. No doubt if it had been dark enough the thing could have been observed more closely, but as it was, it was a sight never to be forgotten. After showing its respects to Rossland, the wonder made several wide circles, like a bird undecided what course to pursue, and then struck an air line and passed rapidly away towards the south.

New Mining Companies.

OTTAWA, Aug. 14.—The International Mine Development Company of Toronto, capital $100,000, and the Tam O'Shanter Mining Company of British Columbia, capital $600,000, have applied for incorporation.

Magic Liniment is the ideal remedy for Frostbites, Chilblains, Sore Throat, Sore Chest, or Cold on the Chest, Sore Back, or pains in any part of the body. x

OUTPUT OF ROSSLAND.

It Would Reach a Thousand Tons a Day With Railway Facilities.

Smelting Companies Prepared to Build in Canada When C. P. R. Gives Connection.

ROSSLAND, Aug. 14.—The committee, consisting of Oliver Durrant, J. B. McArthur and J. F. Macrae, appointed at the mass meeting on Thursday night to prepare a memorial to the Dominion government opposing an export duty on Rossland ores, have completed their labors. The memorial is very lengthy. It begins by reciting the fact that the agitation to impose an export duty on Rossland ores originated at Nelson, and that a mass meeting was held at which the resolutions already published were adopted unanimously. It then quotes the Nelson petition and proceeds to demolish the statements and arguments therein contained. First as to the capacity of the Rossland mines, it says that within a few months at the present rate of development the output of half a dozen mines will reach 2,550 tons of ore per day, as follows: Columbia and Kootenay, 250 tons; Centre Star, 1,000 tons; Le Roi, 300 tons; Josie and others, 250 tons. The memorial then says that the Trail smelter has a capacity not exceeding 250 tons per day, while the Nelson and Pilot Bay smelters cannot be included, as with present railway facilities and freight rates neither plant can afford to purchase Rossland ores. It then states that if the charges for transportation and treatment of Rossland ores were reasonable the camp could to-day be shipping 1,000 tons per day instead of 300. "The great crying need of Rossland camp to-day," the memorial continues, "is cheap and direct communication with the Columbia river in the direction of Robson. The C. P. R. has already surveyed a line to Robson on easy grades, A railway along this route could be quickly and cheaply built at a cost not exceeding $250,000. The day this line is built Rossland will furnish the C. P. R. with not less than 1,000 tons per day of ore to haul."

The memorial then goes on to say that the natural smelting point for Kootenay is in the neighborhood of Rossland, where all the different varieties of Kootenay ore, together with fuel and fluxes, can be most cheaply assembled. It then states that several mining companies stand prepared to erect smelters when they are assurred that the C.P.R. will build the line, and the manager of the Centre Star company is in possession of a letter from a well known banker of the United States, who has already invested over $250,000 in this camp, stating that he will furnish all the money necessary to erect and operate a smelter of a capacity of not less than 500 tons per day, and also stating that on no account would he build a smelter in the State of Washington. That the principal stockholders of the War Eagle company have also announcen their intention of building a smelter at or near Robson as soon as cheap transportation is provided is also recited.

"There is a strong and apparently well grounded opinion," says the memorial, "among the owners of this camp that there exists between Mr. Heinze and the C. P. R. some understanding by which the C. P. R. agrees to keep out of this camp, and that it shall be, as between them, considered Mr. Heinze's preserve. This opinion is strengthened by the fact that in a recent authorized statement issued by officials of the C. P. R. it was said they were negotiating with Mr. Heinze for satisfactory rates for the Rossland camp, and if they were not granted the C. P. R. would build its own line. This was over a month ago, but nothing further has been heard of the matter and, so far as the public knows, nothing has been done."

The memorial then recites the claims of the Rossland mines owners on the Dominion government and the C.P.R., showing how they have developed their properties under adverse circumstances until they are in a position to ship not less than 750 tons of ore per day over the smelter capacity of the district. They also claim that they made the construction of the Crow's Nest pass line necessary and justified the government in voting the enormous bonus. The memorial concludes by showing that an export duty on ores would be most injurious and urging the government to permit no unnecessary delay to occur in building a road from Robson to Rossland, which is all that is needed to secure the reduction of Rossland ores in Kootenay.

The showing on the Sunset is now one of the finest ever seen in the camp. The shaft on the south vein is down 40 feet, shows over eight feet of solid, clean ore, averaging $30 per ton. It is excellent smelting ore, having a big excess of iron and carrying a good percentage of copper. It resembles very much the ore of the War Eagle.

VICTORIA COLLEGE,

BEACON HILL PARK.

—NEXT TERM BEGINS—

Monday, Sept. 6th, 1897.

For Boarding or day prospectus, apply:

Principal J. W. Church, M.A.

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-sitth 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 15th of July, 1897.

aug5 JOHN IRVING.

B.C. STEAM DYE WORKS, 141 Yates Street, Victoria. Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new. sl1-1ydaw

$700 will buy 60 lots between old and new townsite, sub-division 42, Alberni. Address 136 Pandora street.