Local News

(From Friday's Daily.)

Cable Reduction—From and after July 1 proximo, the cable rate to Japan will be $1.29 a word from all British Columbia points—a reduction of 20 cents on the word.

Information Wanted—Information is wanted of the whereabouts of James Wilbur Longville, or Longelle, who was last heard of by his relatives in this city about three years ago. Anyone knowing anything of his present address is requested to communicate with Mrs. Bertha M. Frost, 499 Pleasant street, Worcester, Mass.

Journalistic Baby—Messrs. Smitheringale & Drumm, both old-time British Columbia newspapermen, have launched the first issue of the Frank paper, as the journalistic champion of the coal town just across the Crow's Nest Pass is entitled. It is bright and newsy, and a credit typographically and in advertising to the proprietors.

Real Estate Transfer.—That there is a stiffening in property values throughout the city generally is indicated by the fact that a few days ago a large tract of acreage property at the west end of Shoal bay, belonging to the Green-Worlock estate changed hands. The price is said to have been an exceedingly good one.

Goes To Chatham—Having been appointed manager of the Canadian Bank of Commerce at Chatham, Ont., James Simon, assistant manager of the local branch left yesterday for that point. General regret is felt at his departure from Victoria where he has made a host of friends, but this is mitigated by the knowledge that he has received a well-merited promotion.

E. & N. Lands.—With the consummation of the deal between the E. & N. Railway company and the C. P. R., comes the announcement that the reservations placed on the lands has now been removed. For particulars as to town and suburban lots and mineral, agricultural and timber lands application should be made to Leonard H. Solly, land commissioner, at the company's office on Store street.

War Correspondent Here—Among the passengers who arrived by the steamer Charmer from New York yesterday was Sam B. Trissell, one of the well known war correspondents of the Associated Press. He served with credit with both Japanese and Russians, and for some time "covered" the prominent posts of Chefoo and Newchuwang during the earlier part of the war. Mr. Trissell is now returning to the Far East to be in at the end of the strife and to look to the interests of the Associated Press following the cessation of hostilities. He went on to Seattle last night to complete his arrangements for departure by the Nippon Yusen Kaisha liner Kanagawa Maru, and will return to Victoria today to spend a short stay with friends in this city before leaving.

Will Boom Fair—"A large number of the people of Victoria and Vancouver are preparing to 'take in' Portland and the other Coast cities, as Eastern people are going to do," said J. J. Graves, a Victoria business man who has just returned from a trip to New York and Chicago, to a representative of the Seattle Post-Intelligencer yesterday. "Up there we realize that we need the co-operation of Americans to build up our city and the surrounding country, and that people are not coming there unless Americans give us a good reputation as fair-minded people to the traveling public. We also know that we can't get that reputation unless we know and are known by the people this side of the line, so we are anxious to take this way of becoming acquainted. I am going to the exposition before I go home, and when I get back to Victoria I am going to be the best advance agent for the Portland show you can imagine."

"Buncoed" in London.—Mr. James Cossar, of Peachland, who has just returned from a visit to England, describes a new kind of swindle of which visitors to the old country from British Columbia would do well to guard against. While Mr. Cossar was visiting elsewhere a young man called at his brother's house in Belsize Square and enquired for Mr. Cossar, of Peachland, B. C. He said that he had sought him unsuccessfully at his lodgings. He had undertaken, at the solicitation of a friend of Mr. Cossar—a Mr. Scott, of Peachland—to bring over a moose head and a box of apples. He had been glad to do this, but had been held up on the railway from Liverpool to London for charges to the amount of £5 6s. The articles were then at the station at Clapham. He exhibited a letter dated Peachland, December 12, and signed Hugh C. Scott, in which the writer described the trophy and fruit the bearer had so kindly undertaken to convey. The tale was so plausible that the money was paid. When Mr. Cossar returned he suspected a trick, but went with his brother to Clapham. Had a moose head and a box of Canadian apples been left here consigned to James Cossar? Haylo! Scotland Yard then, and a statement of the case to an inspector. It transpired that several other colonials had been victimized in the same way. Acting on Mr. Cossar's information, the man was caught and was sentenced to six months' imprisonment with hard labor.

(From Saturday's Daily.)

Hold-ups Numerous—Advices are received from Portland, Ore., that in consequence of the exposition, the city is infested as it never was before with a small army of crooks. Hold-ups are of nightly occurrence, but are kept secret lest an injurious effect be felt in the exhibition attendance.

The Cow Suffered—In response to a telephone message that a cow had been badly injured at Colwood, Mr. A. J. Dallain and Dr. Hamilton, of the society for the prevention of cruelty to animals, journeyed to Colwood and found an unfortunate cow whose lower jaw had been torn almost off. One ear was gone, the other badly lacerated. The animal had strayed among the cattle of Mr. Wells. As the cow was tending a calf, it was believed that a panther was responsible for the injuries which had been suffered while protecting the calf.

Oak Bay Hotel Opening—The formal opening of the new Oak Bay hotel, the comfortable and picturesque hostelry which Manager J. A. Virtue has recently added to complete the attractions of Victoria's favorite seaside resort, will take place today. The clearing of the grounds and the completion of interior arrangements will naturally consume some little time yet, but meanwhile from today, Mr. Virtue will be ready to receive and entertain guests with his well known cordiality and hospitality.

Work on the Hotel—Preliminary work on the superstructure of the C. P. R. hotel is to be undertaken immediately by the Gribbel-Skene and Barrett Co., which has just been registered as an extra-provincial company. A large quantity of derrick apparatus is now being delivered at the site, some of it being leased for the purposes of the company from Messrs. Smith & Elford. Included in this latter lot is a stone sawing machine. Stone is immediately to be got out from the Nelson island quarries and the first lot will very soon be delivered on the ground. From now on a busy scene will be presented at the site of the big structure.

Improving the Bay—With the idea in mind of making conditions at James bay as delightful to the eye as possible and in harmony with the charming effects already secured, the city council has decided to endeavor to arrange to have all the telephone wires on the causeway section and along Belleville street in front of the parliament buildings placed under ground. Some legal preliminaries are to be adjusted before this work is undertaken, but it will not be long before the unsightly poles have all been removed. The council has also determined to ask the provincial government to assume the responsibility of looking after the newly-made terrace on Belleville street, on the section between the causeway and the new C. P. R. steamship offices.

(From Sunday's Daily.)

Warden Assumes Duties—Major Mutter, the newly-appointed warden of the provincial jail, the position rendered vacant by the lamented death of the late R. F. John, yesterday assumed his new duties.

Formally Opened—The new Mount Baker hotel, of which manager and proprietor J. A. Virtue has every reason to feel proud, was formally opened for business yesterday, and will no doubt enjoy continually growing patronage.

Entertained at Vancouver—The officers and crew of the Italian cruiser Umbria were splendidly entertained during their brief stay at Vancouver, Mayor Buscombe taking the party for a drive around the park and arranging for theatre parties, etc.

Writing a Novel—It has been announced that Miss Peggy Webbling, a younger sister of the artist, now staying in Victoria, has for the last year been writing a novel that has been accepted by the well known publisher, Mr. Wm. Heinemann, and will be published this coming autumn in London, Eng. It is entitled "A Brother of the Birds," and is said to be as strikingly original in its conception and execution as the name implies.

Included B. C.—At the annual meeting of the United Commercial Travelers held at Portland during the last few days it was decided to hold the next annual meeting at Seattle, and to change the name of the association so that the traveling men of British Columbia will be recognized in the name. The association will hereafter be called "The United Commercial Travelers' Association of Oregon, Washington and B. C." Although British Columbia has not been previously recognized in the name, delegates from this city have attended the council meeting.

West Coast Mines—Registered at the Dominion hotel are a party of American capitalists who are interesting themselves in mining ventures on Vancouver Island—T. S. Lippy, of Seattle, the wealthy Klondike mining man; A. D. Macauly, also of Seattle; and E. D. Holcomb, of Tacoma. They have taken over the June group of mines on Quatsino sound and intend to develop those properties on a comprehensive scale, with the object of establishing their full worth. It is reported that they are very well satisfied with the result of investigations already made and that a large force of men will be given employment by the company this summer.

Banks Island Copper—The steamer Venture on her last voyage from the north brought in her cargo a shipment of 500 pounds of copper ore, from a property on Banks island, owned by Victorians, selected at random for a smelter test of value. The ore shows fine bornite, and the lead is said to be fully 75 feet in width and traceable for almost a mile. The development work is being done at a point only a few hundred yards from deep water, on a little creek, and as the taking out of the ore progresses if values are as hoped, it will be the simplest matter to construct an aerial tramway from the mine to shipping facilities. The property was worked before, some years ago, for sulphur, but the copper has never been worked. If the values run as expected the owners seem to have a bonanza.

C. P. R. Plans—In an interview with Mr. Dennis, the western land agent of the C. P. R. and vice-president of the E. & N. Railway, it was ascertained that statements made in regard to the intentions of the company with respect to the development of the land grant and the extension of the line are unauthorised. The directors have not yet decided upon the policy they will pursue, and, therefore, are not in a position to make any announcements. It is the intention to investigate the resources of the railway belt during the present summer and fall, after which the company will be in a position to decide upon a definite policy. In a general way it may be stated, as previously announced, that active steps will be taken to realize the available assets of the area which has been acquired, and settlement and development will be encouraged in every way possible.

Montreal Gazette.

Rev. Dr. Bryce of Winnipeg, who opposed the Manitoba Remedial Bill in 1896, is reported to have declared himself to be in favor of the passage of the autonomy bills in 1905. When a clergyman begins to deal with things political he can be as inconsistent as an office seeker.

NEWS OF THE FEDERAL CAPITAL

Judges Lampman and Young Formally Appointed—Pacific Cable Deficit.

Ottawa, June 9.—(Special)—The order in council appointing P. S. Lampman and Fred McB. Young as County Court judges of British Columbia was passed today. The House spent the greater part of the time passing estimates.

There was a long talk over the vote of $125,111 for Canada's share of probable losses in connection with the operations of the Pacific cable. Hon. Mr. Fielding could not give any statement as to the entire loss, but promised to do so later, and the item was allowed to stand. He stated that the Postmaster General was to attend a conference in London upon the subject, and it was hoped that in future the undertaking would be more successful financially.

The item of $4,000 for administration of the Chinese Immigration Act caused a discussion. It was stated by the Prime Minister that the receipts from the Chinese immigration head tax last year were $1,700 and that only three Chinamen had come in since the tax was raised.

It was objected by Hon. Mr. Foster that two interpreters, at a cost of $1,800 a year, should not be required to do the work connected with the admission of three Chinese.

To this Sir Wilfrid Laurier said some Chinamen came through in bond and interpreters were needed. For want of a better reason this served the purpose, after Mr. Foster had expressed the opinion that a live department like that concerned should not be administered from a dead house, the allusion being to Sir Richard Cartwright's having a seat in the Senate which the Liberals used to denounce.

On the vote for administration of the Silver-Lead Bounty Act, Mr. Foster joked the government on being protectionists, and Mr. Henderson advised them to adopt the more manly course of imposing a duty on the imported article.

The British Association for the Advancement of Science may meet in Winnipeg in 1907.

Reports received to the effect that pluggers for the Grit candidates in London and North Oxford are to be imported from Detroit and Buffalo have led the provincial government to place a special constable at every poll in London and Woodstock next Tuesday.

FIRE DAMAGES TAYLOR MILL PLANT

Engine and Drying Rooms Injured—Damage One Thousand Dollars.

Fire last night did damage to the Taylor Mill Co.'s property on lower Government street to a computed damage of $1000, and it was only by hard work on the part of the fire department that the loss was not a much heavier one.

The watchman on duty discovered flames in the engine and drying room at 11 o'clock, and promptly turned in an alarm, using the company's fire hose until the department arrived. The firemen made a good run and soon had four streams playing on the flames which by this time had gained considerable headway, lighting up the heavens and creating the impression in the minds of spectators from a distance that the entire mill property was ablaze.

Fortunately the wind was from a favorable quarter, blowing away from the main building, but the task of the firemen was rendered a difficult one, owing to the fact that the seat of the fire was hard to locate. Several times the flames broke through the roof and sides of the building but were quickly subdued. While one squad of men were engaged at the engine room, another was busy on the room of the main building, in an endeavor to keep the flames from spreading, in which they were successful.

The squad directing their attention to the engine room had a hard time of it, as it was impossible to get inside. Several times they tried to effect ingress, but were always driven out by the heat. After half an hour's hard work, however, the fire was got under control.

Operations at the mill will probably not be suspended for more than a brief period, the chief difficulty which will confront the management being the making of new arrangements for engine room facilities.

The loss is fully covered by insurance.

GAZETTE NOTICES.

Major Mutter Made the New Jailer—Baker Shoe Company Incorporated.

In this week's issue of the Provincial Gazette notification is given of the following appointments:

J. Frederick Ritchie to be a justice of the peace.

John Craig, Slocan, to be licensing commissioner and police commissioner vice C. H. Smitheringale, resigned.

Milton D. White of Grand Forks, to be licence commissioner for Boundary Creek district in place of William L. Germaine, resigned.

James McEvoy of Fernie, to be a notary public.

Herbert Bunting of Greenwood, to be licensing commissioner in place of Frank H. Parker, resigned.

Arthur Nightingale of Cobble Hill, to be a fence viewer for Cowichan electoral district.

Major James Mitchell Mutter of Somenos, to be warden of the Provincial Jail at the city of Victoria from the 10th day of June inst.

William Boyd, of 70 Mile House, and Allan S. B. Barker, of Loon Lake, to be license commissioners for East Lillooet in place of William Walker and H. P. S. Bayliff, resigned.

Constable Henry Francis Morgan Jones, of Herrot Bay, to be registrar under the Marriage Act.

George F. Upham, of Vancouver; William H. Smith, of Fairview, and William Herbert McCormick of Kamloops, to be commissioners for taking affidavits in the supreme court.

The Farmers' Market Association of Nanaimo, has been incorporated with the following membership: H. Pillar, M. T. C. Westwood, W. M. Herbert, C. Donner, P. Weigle, A. Thatcher, R. Malpass, J. Randle, J. Cartwright and Alex. Fraser.

Notice is given that the west part of the fractional northwest quarter of section 14, Malcolm Island, has been reserved and set apart for the use of the Department of Marine and Fisheries for lighthouse purposes.

The Peachland Trading Company, Ltd., and the Baker Shoe Company, Ltd., have been granted articles of incorporation.

James Black Smith, of New Denver, merchant; Clayton Aldridge of Vancouver, and James D. Young of Nanaimo, have assigned for the benefit of their creditors.

The Gribble-Skene and Barrett Co., has been incorporated as an extra-provincial company. The head office of the company is situate at Hinckley block, Second avenue, in the city of Seattle. The amount of the capital of the company is $50,000, divided into 500 shares of $100 each. The head office of the company in this province is situate at No. 34½ Government street, Victoria, and E. V. Bodwell, barrister-at-law, is the attorney for the company. The time of the existence of the company is 50 years from the 20th day of May, 1905.

GRAND TRUNK DELAY IN B. C.

Winnipeg Commercial.

In conversation with a representative of a British Columbia newspaper recently, F. W. Morse, general manager of the Grand Trunk Pacific Railway Company, is quoted as having made the statement that construction work would commence in the East right away. The tone of the interview would lead us to understand that it is not the intention of the company to begin simultaneously at the Pacific end, although the latter was the impression given to the people previous to the last Dominion election. The Commercial is not a political party organ, and does not meddle with political questions, but only endeavors to deal with matters which concern the welfare of its patrons, regardless of any creed or doctrine. The principal plank in Premier Laurier's platform last year was the building of a transcontinental railway, which would be commenced within one year at both ends. It appears now, however, that construction in British Columbia is not to start inside of the specified time, and in fact it looks as if it would not begin in that province until the road is built across the continent to the western border of the Territories. This seems very unfair for the citizens of British Columbia and their neighbors in the Northwest Territories, who have been looking forward with great hopes to the increase of trade and circulation of money this year that would of course follow the construction of the railway. The people of the extreme western part are evidently bluffed into silence by the suspense under which they anxiously wait for the selection of the point of termination; but they should not allow themselves to be hoodwinked out of their share of the construction boom for the next two or three years, or until the government is again on the eve of appealing to the provinces for support. The Grand Trunk Pacific offered to start work on the Pacific Coast at the same time as in the East, provided British Columbia gave them a grant of land to cover, as they claimed, the extra expense entailed in constructing at such a distance from the base of supplies; but British Columbia did not figure on any such proposal when Sir Wilfrid Laurier promised the electors that work within that province would be proceeded with at the same time as at the Maritime portion. The politicians and people of British Columbia should insist on their rights in this matter, and have it established that the federal government is under obligation to comply with its pledge without any land-grabbing hardship being worked on them.

A MAJOR-GENERAL'S VIEWS ON MISSIONS.

Public Opinion.

Major-General Sir Alexander B. Tulloch writes in a letter to the London Times that he has recently somewhat altered his opinion that "all money spent on missions abroad was entirely wasted." From his Indian experience he thinks that "the money sent out, however, is to a certain extent usefully employed on education, and very much so on what are known as medical missions for actual surgical and medical work. One medical missionary working amongst the mountains in the north of India, who rarely saw a white man, stated to a friend of mine: 'I have been at work now for fifteen years. I do not believe I have made one sincere convert, but I have operated successfully for stone on over 1,000 natives.' In Central India the information as to conversions was very much the same. The medical missionaries were doing useful work, but, as far as I could gather, and I went pretty carefully into the subject, the mission money was principally spent on schools, which were conducted almost precisely in the same manner as the government schools, the teachers being Hindus and Mohammedans, with a few Eurasian Christians, the only real difference being that the native youngsters in the mission schools had to listen to a half-hour's chapter from the Bible or prayer; this, in plain language, they endured for the simple reason that the fees in the mission schools were rather less than in the government ones. Consequently, the good people in this country are really taxing themselves for what nominally corresponds to our church schools in England, thereby saving the Indian government the lessened cost of what correspond to our own board schools. One instance of spreading the Gospel, 'scattering the seed,' an appeal which rarely fails to draw, came to my notice. A friend commanding a native cavalry regiment told me, just after the occurrence took place, that a missionary with several packets of Hindustani and other translations of the Bible and Gospels came to the camp and commenced freely to distribute. There was soon a rush for the books. My friend found out that his men wanted the books not to read, but to light their camp fires early in the morning."

Sir Alexander Tulloch's letter has drawn vigorous replies from Sir W. Mackworth Young, Mr. Pitt Bonarjee, and Sir C. A. Elliott. Sir Charles Elliott points out that the government census report shows that the number of native Christians rose from 1¼ millions in 1872, to 2 2-3 millions in 1901. "As to the quality of these converts," he says, "there is abundant evidence to numerous instances showing the reality and tenacity of their faith, and the general rise in the standard of morality which is characteristic of native Christian communities. Sir W. M. Young writes that thirty-nine years of Indian service have led him to conclusions widely different from those of Sir A. Tulloch, and he believes that "in the expansion of the educational work of foreign missions in India lies one of the main prospects of the spread of Christianity." Mr. Pitt Bonarjee, whose father was one of the earliest Brahmin converts to Christianity, declares that "if Christian people in the Rome of the fourth to seventh centuries had reasoned as does Sir A. Tulloch, England today would still be worshipping Woden and Thor, and Englishmen would now be painting their naked bodies blue." He adds: "I say deliberately that mission work in India, despite many deplorable things, is, under God's providence, a success; and I am absolutely convinced that the salvation of her millions, both in this world and the next, depends on her becoming a Christian country." Meanwhile, Sir Alexander Tulloch sticks to his guns, but suggests the formation of a missionary intelligence department or Imperial missionary committee to see that no unfit person is sent abroad anywhere, and also to select the places to which they are sent, so that the different missions may not clash.

NOTICE is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situated on the right bank of the Fraser River in Cariboo District, British Columbia, two miles above Bridge Creek: Starting from this post marked "J. L. T., S.E.," and thence astronomical north forty (40) chains, thence astronomical west eighty (80) chains, thence astronomical south about one hundred and twenty (120) chains to right bank of Fraser River, and thence following said bank northeasterly to point of commencement, and containing about 640 acres.

J. L. TILTON,
By His Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 21, 1905. je13

NOTICE is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands, at the forks of Bridge and Beans Creeks, in Cariboo District, British Columbia, viz.: Starting from this post marked "P. L. C. P." (meaning P. L.'s centre post), the four corners located as follows: N. E. corner, 5,657 chains, astronomical, N. E. the N. W. corner, 5,657 chains astronomical N. W.; the S. W. corner, 5,657 chains astronomical S. W.; and the S. E. corner, 5,657 chains astronomical S. E., and containing 640 acres.

PETER LARSON,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission

A Miner's Experience On the Pacific Slope

By Thos. Seward—Written for the Sunday Colonist.

CHAPTER X.

As I said in my last chapter, after duly considering the pros and cons of the case, I determined to give up mining and take to agriculture as a means of livelihood, realizing full well that, though a miner often has the chance of making a fortune in one stroke of the pick, from one cause and another he more often dies a poorer man than his more plodding brother of the soil. As, however, I lived in a town that was one of the highways to the mines, and was constantly meeting men who were coming out, I kept naturally as much in touch with mining affairs as if I were actually participating in the labor of getting the gold out. The mining section of Cariboo, as we all know, is limited; but for its area was, until the discovery of the Klondike, the richest spot on earth.

After the great depression felt in Victoria from the failure of the Fraser diggings, it seemed almost as if the little colony must die a natural death. Just, however, as it was beginning to feel the last throes of dissolution, the hopes of the merchants were revived by the return of the miners in the fall of '60 from Cariboo, with bags of nuggets and tales of gold beyond the expectations of the most sanguine. About 10,000 men followed in the footsteps of the first little party in the spring of '61, but it was not till later on in the year that the real stampede for the diggings in Cariboo began. Among the first party who wended their way in over the snow and mountain fastnesses in the spring of '61 was a foreigner called Williams, but more generally known as "Dutch Bill." His party prospecting in a creek taat put into Willow River, found that pay dirt was lying about six feet from the surface, on a strata of blue clay, and was enormously rich. This creek was named after Williams, and soon became known all over the world as one of the richest of the many rich creeks in Cariboo. Williams took out of his claim in a few weeks enough gold to have allowed him to spend the rest of his life in ease and comfort. But alas! a few years later the finder of the world-famed Williams Creek died a pauper in Victoria, dependent on the charity of the public for the last sad earthly rites. Such are the vicissitudes of a miner's life. After the discovery of the first creek, my friend Cunningham prospecting not very far off, struck it very rich, and named the creek after himself. After working his claim for some time, miner-like, he became restless and disposed of it and prospected further on. As he was stumbling down the side of one of the rough hills from which the creeks drain, towards a likely-looking creek at its base, his foot caught in a loose stone or bramble, and he fell and tobogganed in a sitting position to the foot at a rate more rapid than comfort desired. As he breathlessly reached the bottom and proceeded to collect his wardrobe in sections from the surrounding bushes and rocks, he remarked, parenthetically, "This is lightning," and "Lightning" the creek has been called to this day.

About the middle of July, Adams, who had been working with the rest of the miners in the shallow diggings, his claim being on Williams Creek, suggested to his partner that they should bore right through the strata of blue clay on which they had hitherto found the gold. The idea being adopted, they found beneath the strata a layer of gravel about eight feet deep, and beneath it the gold literally paving the bedrock and lying in shining golden heaps in the pockets, crevices and holes in the rock.

All this time small parties of miners had been making their way up to Cariboo; but after this find, which was followed by others as great on the other creeks when digging to the lower levels was adopted, quite 10,000 men flocked in, all eager to win their share of the golden harvest lying beneath the sod at their feet. The following year, 1862, as news traveled slowly in those days, devoid of railways and fast steamers, 15,000 men joined their companions, and brought with them whipsaws, tools, machinery—everything to aid them in their labor that they could get transported, because even then the wagon road was not completed, and means of transportation were scarce.

And now a change came over the face of the green valleys. By the end of 1862 log cabins had sprung up in every direction, and thirty thousand men or more were working like ants in a hill. The clang of pumps woke the forest solitudes, and the harsh shriek of cranks wakened the echoes that, till the invasion of man, had given back no whisper but the soft hoot of some amorous grouse or the plaintive cry of a young caribou searching for its dam. The smoke from thousands of camp fires floated up to the blue sky overhead, and the crack of the rifle in the woods warned the forest denizens that their reign of peace was over, that a new power was in the land.

Barkerville was established on Williams Creek, named after Billy Barker, well known at the Royal Tap in Victoria for his cocktails that would make a man forget his woes, as Burns so touchingly expresses it. Barker made quite a fortune at mining, but in the end went the way of most miners—died dead broke. During the excitement at Cariboo, Barkerville became quite an important place, and the government put up buildings and sent up officials to administer law and maintain peace. The whole face of the country seemed looked as if an earthquake had heaved up its surface, so great and vast were the excavations in the hunt for gold. Up to 1865 were the best years in the mining annals of Cariboo, and the output of gold was enormous. After this the diggings began to decline, but still in 1867 there were over sixty paying claims, apart from the flume companies and hill claims. Some of them had been producing for six years, the poorer still paying from $6 to $8 per day to the hand. The creeks named in 1861 were Williams, Cunningham, Lightning, Lowhee and Stout's Gulch. As the time passed and new discoveries were made, more creeks were named, but it would be impossible for me and uninteresting to my readers if I entered into an individual history of each and every one. Suffice it to say that the wealth taken out was enormous, and never in any way equaled in any part of the world except the Yukon.

The history of most mining towns is the same, and Barkerville proved no exception to the rule. Saloons and gambling houses were built and flourished, as is natural where men have money to "burn" and no healthful fuel ready to hand; but this I will say, as a mining community the inhabitants of Barkerville were quiet and well-behaved as a class, and crime was at a very low ebb. It amused me not a little the other day to read in an English paper that was advocating some new scheme for working the deeper levels in Cariboo, that the miners in the old Cariboo days had simply "scratched" the surface. All I can say is that we sunk right down to the bedrock, "mais nous verrons." That the quartz veins in Cariboo can never, to my mind, or that of any practical miner, prove rich, is due to a theory, the truth of which has been proved many a time. The reason is a simple one, and accepted by mining experts. Quartz, to describe it in plain language, is the "mother of gold," and is nothing more or less than steam blown out from the bowels of the earth by violent volcanic eruption, carrying with it in its course the gold in a molten stream. Be the force behind great enough to pierce the earth's crust, it reaches the outer air in a partly congealed condition and pours down the mountain side, mixing with sand and silt as it flows. The force of mountain torrents washing it into the rivers below cleanses the gold of quartz, and leaves it in many cases in the form of clean nugets; these the shifting of river beds by landslides and other forces of nature time has covered up, and in the course of ages, the process being repeated, the finding of double and triple stratas of gold is easily accounted for. In the case where the quartz veins are rich, the valleys and creeks very seldom have much gold in them, or at any rate not enough to pay for the expense of working them.

When the gold in Cariboo began to give out, men wandered away in all directions, many never to be heard of again. A small party thus leaving Cariboo, and numbering among its members one of the original discoverers, a man called Rose, suddenly found one of the band was missing. Search proved fruitless, and sadly they traveled on and left him to his fate, hoping to hear he had retraced his footsteps and returned to Cariboo. Months afterwards a party of prospectors pushing their way through the heavy undergrowth, found a few bones and strips of clothing lying at the foot of a mighty cedar, on whose bark was cut the words, "Rose, starvation." What a world of concentrated misery did those two words convey! What agonies of mind and body did the guider of the knife that sent this last message to waiting mother and watching wife suffer—probably the last conscious effort of the unfortunate man, worn out by fruitless wanderings, with death ever beckoning him on. And, sadder still, to think of those waiting and watching for the wanderer in some far-off home, ignorant, happily, of the fate that had befallen him. Truly, the toll King Gold levies of broken hearts and blighted lives is a heavy one.

The Peace River diggings, about 400 miles further north, were the next point that attracted the miners leaving Cariboo. Here the gold, though rich in places, was not found in any great quantity, it being what is termed "spotted gold." Sometimes a claim would be worked for weeks and yield nothing, and then in one lucky strike would pay hundreds to the pan. Only 2,000 or 3,000 men went to Peace River, and I honestly think more money was spent there than ever came out of it. It has been worked from that day to this, but nothing much has ever been realized. The Grand Trunk Pacific Railway will open up a splendid country for stock-raising in this section, and probably more gold will, through this means, be taken out of it in the years to come than ever was extracted in the times of its gold excitements.

When gold mining was at its height at Cariboo, Governor Douglas imposed a tax of 50 cents on every ounce of gold taken through New Westminster; in lieu of this payment, confiscation of the whole. So much was this tax objected to by the miners, and so great was the discussion over paying it, that the Imperial government after a few years ordered its repeal.

To return a little to the development and opening up of the country through the gold rush. As soon as the wagon road was completed from Yale to Clinton, Mr. F. Barnard, well known in the upper country and in Victoria, put on a line of expresses to carry freight, passengers and mail matter. Up to this time, what little mail matter that did come to us was carried on the back of one Billy Balon, who received it at New Westminster, and, following up the windings of the river in the winter on the ice, and in summer by canoe, made himself postmaster-in-ordinary for the whole of the upper country. Letters and papers were luckily like angels' visits—few and far between—in those days, each costing for delivery $1, a moderate charge, after all, when the risks run by the bearer are taken into consideration. Mr. Barnard, seeing there were great possibilities ahead in the way of making money by transportation, being a shrewd, energetic man—one who earned every dollar he made, and deserved it also—sent to San Francisco for Concord coaches to put on the route. Large, heavily-built coaches they were, slung on heavy leather straps, as springs could not live on the rough roads then used, capable of holding an unlimited quantity of passengers and freight. They were drawn by four horses, as a rule quite unbroken. A ride in one of these conveyances offered great novelties in the way of hair-breadth escapes and minor excitements from broken necks, etc., in the event of a spill. That accidents were not numerous was due entirely to the masterly way in which the drivers handled these wild teams, who seemed to fully understand that men were holding the ribbons who would stand no nonsense. There is a story to the effect that the leader of such an unbroken team that had been balking and otherwise frightening the passengers into fits, turned round and winked at the driver to show it was all fun and exhuberance of spirits, and not premeditated malice on their part. But I will not vouch for the story. These coaches ran once a week, stopping about every twelve miles to change horses. On reaching Clinton, they were met by the empty one returning from Soda Creek. Tingley was the first driver who took a team over the wagon road, and Barnard's was the pioneer express service of British Columbia. Later on, when the road to Cariboo was finished, the stages ran right into Barkerville, on the banks of Williams Creek. To show what it cost to operate such a line, I alone in Lytton charged Barnard $300 per month for feed, and mine was only one of many stopping places. Hay the first year cost $200 per ton; the following season the price came down one half.

As to the Peace River diggings and those at Big Bend, in the Kootenay district, they were never very rich, but both of them broke more men than they made. After 1867, the mines being pretty well exhausted in Cariboo, the influx of humanity was now out of the province, and, barring the few who had invested their money in stores and ranches along the wagon road, which was the chief artery of life in the upper country, very few remained. The depression felt in the province was greater than it had ever been. All the small traders who were dependent on the miners and mining towns for a livelihood were more or less ruined, and this depression continued up to the time we threw in our lot with the Dominion of Canada and received in return the railroad.

[The End.]

to purchase the following described lands, situated on the right bank of the Fraser River in Cariboo District, British Columbia, four miles above Bridge Creek, to wit: Starting from this post marked "M. H., E. Corner," and thence astronomical west for one hundred and sixty (160) chains, thence south astronomical about eighty (80) chains to right bank of Fraser River, and thence following said bank northeasterly to point of commencement, and containing about six hundred (600) acres.

MARK HYMAN,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 21, 1905. je13

TIMBER LICENSE.

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber from the following described lands, situated on the right bank of Fraser River, Cariboo District, British Columbia, about eighteen (18) miles above Giscombe Portage, viz.: Starting from this post marked "C. B. D., S. W.," and thence astronomical north eighty (80) chains, thence astronomical east eighty (80) chains, thence astronomical south eighty (80) chains, and thence astronomical west eighty (80) chains to point of commencement.

C. B. DRENNAN,
By his Agent, J. H. Gray.
Dated May 21, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated three miles south of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "M. H., N. E.," and thence astronomical south eighty (80) chains, thence astronomical west eighty (80) chains, thence astronomical north eighty (80) chains, thence astronomical east eighty (80) chains to point of commencement, and containing six hundred and forty (640) acres.

MARK HYMAN,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 20, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated on the south shore of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "J. L. P., N. E.," and thence south astronomical eighty (80) chains, thence west astronomical eighty (80) chains, thence north astronomical eighty (80) chains, and thence east following the south shore line of Summit Lake to point of commencement, and containing six hundred and forty (640) acres.

J. L. PEIRCE,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated on the south shore of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "H. J. C., N. E.," thence astronomical south eighty (80) chains, thence astronomical west eighty (80) chains, thence astronomical north eighty (80) chains, thence astronomical east eighty (80) chains to point of commencement, and containing six hundred and forty (640) acres.

HARRY J. CROWE,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated on the south shore of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "C B. D., N. W.," and thence south astronomical eighty (80) chains, thence east astronomical eighty (80) chains, thence north astronomical eighty (80) chains, thence west astronomical eighty (80) chains, to point of commencement, and containing six hundred and forty (640) acres.

C. B. DRENNAN,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated on the south shore of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "W. M. Y., N. W.," thence astronomical south eighty (80) chains, thence astronomical east eighty (80) chains, thence astronomical north eighty (80) chains, thence astronomical west eighty (80) chains to point of commencement, and containing six hundred and forty (640) acres.

WM. M. YATES,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated two (2) miles south of Summit Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "A. L. S., N. E.," and thence south astronomical eighty (80) chains, thence west astronomical eighty (80) chains, thence north astronomical eighty (80) chains, thence east astronomical eighty (80) chains to point of commencement, and containing six hundred and forty (640) acres.

A. L. SMITH,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 18, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated on the southeast end of Bertie Lake, Cariboo District, British Columbia, viz.: Starting from this post marked "E. J. M., N. E.," thence astronomical east thirty (30) chains, thence astronomical south eighty (80) chains, thence astronomical west eighty (80) chains, thence astronomical north eighty (80) chains, and thence astronomical east fifty (50) chains to point of commencement, and containing six hundred and forty (640) acres.

E. J. MATHEWS,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 15, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber from the following described lands, situated on the right bank of Fraser River, Cariboo District, British Columbia, about eighteen (18) miles above Giscombe Portage, viz.: Starting from this post marked "J. L. P., S. E.," and thence astronomical north eighty (80) chains, thence astronomical west eighty (80) chains, thence astronomical south about eighty (80) chains to right bank of Fraser River, and thence following said bank to point of commencement.

J. L. PEIRCE,
By his Agent, J. H. Gray.
Dated May 21, 1905. je13

NOTICE is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for a special licence to cut and carry away timber from the following described lands, situated on the right bank of Fraser River, Cariboo District, British Columbia, about twenty miles above Giscombe Portage, viz.: Starting from this post marked "A. B. S., S. W.," and thence astronomical north eighty (80) chains, thence astronomical east eighty (80) chains, thence astronomical south about eighty (80) chains to right bank of Fraser River, and thence following westerly said bank to point of beginning.

A. L. SMITH,
By his Agent, J. H. Gray.
Dated May 21, 1905. je13