

Placer Ground On Empire Creek

Senator Campbell Gives Authoritative News of the Horseshy Gold Finds.

Says It is Possible There May be a Klondike in Old Cariboo.

In regard to the recent strike of placer gold on Empire creek, the Ashcroft Journal of Saturday, October 26, says: The following report, which only the absolute facts so far as is known of the new strike, is the latest possible to obtain. We are not advising anyone to go to the new gold fields at present. It will be a hard trip and anyone starting as late as this must expect to encounter hardships. No one claims to know to a certainty the value of the find, but one outside of the parties mentioned here has been on the ground as far as is known at the present time. If prospectors decide to take chances as they exist and go in, they will have plenty of supplies, snow shoes, etc. A letter from Senator R. H. Campbell to Dr. F. S. Reynolds, Ashcroft, dated from Harper's Creek, B. C., on October 21, says: 'You probably have heard of the late find on the Upper Horseshy. About the time I arrived here ten days ago a party of my men just came in from the headwaters of the Horseshy. They brought the dust as proof that there was something in it. The main creek, which is a tributary to the Horseshy, is eight or ten miles beyond where a white man had ever been, at least there were no signs to indicate that anyone had ever been there. They could only remain half a day in their grub gave out. They made locations for themselves, after they had panned out an ounce or more of gold during their short stay. They named this creek Eureka, and Bob Campbell, an old Barkerville miner, who was one of the party, declares it another Williams creek. There is also another creek just below it which is also named after the same man. They did not intend to go up there again until spring, fearing snow storms, but I advised them that would never do, as the ground was here now and they must return and thoroughly prospect and explore the district. I then fitted out a party of four, my son Harry included, with 20 days' provisions, and this is their eighth day out. Everybody from this camp and some from 150-mile house, about 20 in all, have gone up. My party will be on the ground several days before any others, and having been there before and the weather being favorable, they will be able to thoroughly explore the district and do some more prospecting. My party will be on the ground by about the 1st, I will go down and will have all the data, maps, etc., of the country, and can say more about it.'

The weather here is phenomenal, strong Chinook wind and thermometer about 60 degrees day and night, but we may look for a sudden change about change very soon. However, I think our boys will have time to do what they wish before it changes. It is possible we may have a Klondike right here in old Cariboo.

The district lies on the divide between the headwaters of Horseshy and Clearwater, and they report plenty of timber and coal. The best coal comes up myself but couldn't stand the five days' tramp with 40 or 50 pounds on my back. It takes a 'skookum' man to stand such a tramp. The best coal is the chances of being caught in a snow storm, which is very liable at this season of the year.'

The most reliable news from the reported new strike on the north fork of the Horseshy river is here given, says the Journal. We have made every possible effort to get the whole facts in connection with the strike, and have a more reliable report that will be absolutely reliable will be furnished, and while we do not give credence to wild reports of riches, we believe in the merits of the facts, and that gold-bearing gravel has been found abundantly in quantities which will pay well. The extent is not vouch for, but from the limited time spent on the strike it is believed to be extensive.

The party returned to Harper's camp arrived on the evening of October 11, and consisted of Robert Campbell, Joe Stirk, W. Tidale, F. Lasso and two other men. They had each received 200 ounces of gold with their coarse, like grains of powder, some pieces worth 10 cents or more.

R. T. Ward states that the gold is the same as found in his company's ground, but not as coarse as is found in his deepest workings. The party had an ounce or more that they stated they had taken out with their traps in a few days on a creek unnamed that runs into the north side of the north fork of the Horseshy. The distance to this creek is about 65 miles from Harper's camp.

In prospecting up the creek the bed rock is found to be deep but shallow higher up. They followed the creek some miles and prospected the benches. A few miles up another creek into the creek they had named Eureka. This creek they also prospected. The party were out of supplies and hastily staked 2,000 feet of ground on Empire and 2,000 feet on the tributary as discovery claims; they then at the last of their food—one flap-jack each—and hunted for Harper's. They struck a trappers' camp and got supplies enough to last them down. They only spent half a day on the ground. They say they did not wash a solitary pan of gravel that they did not get at least 5 cents in response to the party is said to have told a friend that they got as high as three dollars in one pan, but had agreed not to report it, as they did not wish to be credited with causing any stampede into that section, for they say themselves they didn't have sufficient time to prospect the ground thoroughly, but it is very significant that they left immediately after securing supplies, intending to stay until the snow drives them out. Besides the original party some of the men, being nearly the whole population of Horseshy, left at once for the new creek.

Numerous telegrams confirm all that is written above and it is vouch for by letters from the various prospectors. Interview with another mining man who saw and talked at length with the discoverers. Robert Campbell and his associates are men of judgment and good standing. They are not interested in

CENSUS DEDUCTIONS. What Becomes of a Million Boys and Girls?

From Cassell's Saturday Journal.

Confining ourselves to British babies, we find that out of our million 511,000 will be boys, and 489,000 girls. We will be ungratefully enough to take the boys first, and see what callings they will follow, and what the law of averages says will become of them. We had better begin by putting aside those who will, for any reason, not contribute their share to the national wealth, either because they are physically incapacitated, hopelessly criminal, or because sufficient fortunes have descended to them. For the last-named reason, only 87 out of our 511,000 will announce their intention of remaining drones. Three thousand will probably be the total take of the drones. Of these, physical infirmities will incapacitate 300. They will be blind, deaf mutes, paralyzed, or cripples. Seven hundred will pass their time constantly in prison, six of whom are unapparently destined to end their lives on the gallows. To these must be added another 1,400 who become tramps, loafers, the upper fringe of the criminal class, the sort of men who usually describe themselves to the census-taker as "laborers out of work."

To pass away from this unpleasant and, fortunately, small minority, let us consider what the other 508,000 boys will do for a living. Britain is, before all things, a manufacturing country, and we shall find the chances are that 150,000 of our boys will learn to make something; 330 of these will be wheelwrights, 500 tin workers. No fewer than 12,000 will have to do with cotton and wool manufacture. Boiler makers, cabinet makers, plumbers, jewelers, all these and a hundred other trades are included in this industrial army. One hundred and twenty thousand will be clerks, shopkeepers, or assistants. This is a section of the army which has sadly diminished of late years. Forty thousand will pick and shovel deep in mines or quarries, and a similar number will work in brick or stone, or other branches of the building trades. Only 5,000 less will be the number of those who will drive cabs, vans, wagons or be engaged as porters, guards, engine drivers, in the employ of our vast railway system. Domestic service accounts for another 18,000 of the number. Twenty-five thousand will engage in what are commonly called the professions. This number includes clergymen, barristers and solicitors, doctors, artists, authors, and all the ever-growing army of technical men. The army will absorb another 3,000, of whom 2,200 are likely to enter the latter service, and 800 to defend their country afloat, and we will our number with 2,000 who will be fishermen of the enter our merchant service.

The work which the 480,000 girls will engage in is just as varied as that of the men. But as women rarely continue to study, they will be better to deduct from the number at an average age of 20 years, 200,000 who will be domestic help. Another 1,000 who are classed as infirm. Women, thus incapacitated, form rather a larger proportion than in the case with men. On the other hand, in the matter of criminality, women shine superior. Only 100 out of all these 480,000 girl babies will spend their time under lock and key, and roughly speaking, 400 of our girls, housemaids, ladies' maids, or "generals." Sixteen thousand will live on the land, most of these doing hard work on farms, but 1,000 are acting as dairymaids, and 14,000, who range from the smart Bond-street milliner who makes a favor of putting a ribbon in the hair of a duchess, down to the poor tired girl who stands 14 hours out of the 24 behind the counter of an East End sweet shop. The provincial claim has been made of 1,800. We are left with 6,200, whose occupations will be so many and varied that they cannot be more than glanced at in this article. They include 800 hospital nurses, 400 cooks, 600 stenographers; also 700 who will give their employment as "baby-minders." Probabilities point to 87 turning detectives, and another 93 becoming professional packers.

A word as to the various diseases or accidents which will bring these million girls to a close. Bronchitis, it appears, is the most fatal, and will take 115,000 out of the total number. It is worse even than consumption, which is at present responsible for 110,000 deaths in a single year. Kindred diseases, Heart disease and 62,000 lives, and pneumonia 51,000. Accidents kill many more people than is generally imagined, and 30,000 of the million will eventually so end their lives. The most fatal accidents are by the worst offenders, and kill ten times as many as trains, bicycles, and motors combined. Of all our million babies, 33,000 will be of the old age.

FORBIDS SETTLING.

On Thursday last at Greenwood Mr. Justice Irving granted the following injunction in the case between Le Roi Mining company, limited, plaintiffs, and Rossland Miners' Union, No. 38, Western Federation of Miners, Rossland branch, the Carpenters' and Joiners' Union, the Canadian Pacific Railway company's station at Rossland, and others, defendants: "It is ordered that the defendants, their members, servants, agents and others acting by their authority, be restrained until the trial of this action or until further order, from watching or besetting or causing to be watched or beset the Canadian Pacific Railway company's station at Rossland, and the stations, tracks and crossings of the said railway, or in the Province of British Columbia, and the Red Mountain Railway company's station at Rossland, and all the stations, tracks and crossings of the said railway, or the works of the plaintiffs or of any of them, or the approaches thereto, or the places of residence, or any place where they may happen to be of any workmen employed by or proposing to work for the plaintiffs, for the purpose of persuading or otherwise preventing persons from working for the plaintiffs, or procuring any persons who have or may enter into contracts with the plaintiffs to commit a breach of such contracts."

Three Schooners From the Sea

Fleet of Sealers Reached Port On Sunday—Others Reported.

Contract Awarded For Repairs to the Steamer Hating—Moana Due.

A fleet of three sealing schooners returned to port on Sunday, bringing 1,345 more pelts from the Behring sea for the Victoria Sealing company. The Annie E. Paine, Capt. McKel, brought 642 skins; the Fawn, Capt. Gullin, had 304, and the E. M. Marvin, Capt. Campbell, 489, three of which were marked with the brand of the United States brainer on the Pribyl's. All three schooners which sailed right into the harbor, reported having had a hard trip down from the Behring sea, the weather being in striking contrast to the fine weather experienced during the last few days of the sealing season. The Annie E. Paine brings word that the schooners Arietta and Otto have good catches, both having somewhere between seven and eight hundred skins. The Umberto has 634, not 600 as previously reported. The Carrie G. W. is said to have about 300. No accidents are reported, and no seizures have taken place.

The returned schooners report that a number of Japanese sealing schooners entered the Behring sea from the westward, and all were using guns. A very cutter overhauled them, however, if the Japanese are not, partly by the agreement, and besides having that privilege, the schooners of the Mikado's land can go within three miles of the island rocks, whereas the American vessels would be seized if found within a 60 mile line around the seal islands.

There are still 13 schooners to reach port, one—the Director—from the Copper islands, and the other 12 from the Behring sea. Many will have no doubt have reached the coast, and like the schooner Zillah May, which reached Clayoquot two weeks ago, be held by stress of weather. The weather has been very stormy of late, and the schooner returned on Sunday report that had they gone right in with their Indians they would probably have been wind-bound.

Following close behind the schooners came the British ship Ballahulish, which anchored in the Royal Roads, the N. A. T. and started on the long trip of 63 days from Santa Rosalia. She carries a cargo of seal skins, which will be of the Gulf of California, being 21 days in beating down in company with the ship Morrishbank for Portland and the Ballou for Alaska, and the schooner Luzz, which took pups from Pender island to Santa Rosalia, and has arrived at Port Townsend. The Ballahulish will be the first of the season to land salmon after discharging her ballast in the Roads. She took a cargo of coke from Hamburg to Santa Rosalia and came through the Gulf of California.

Another Sunday night arrival was the steamer Aztec, which passed up to Lady Smith 17 days from Acapulco to Victoria, and the schooner Luzz, which took pups from Pender island to Santa Rosalia, and has arrived at Port Townsend. The Ballahulish will be the first of the season to land salmon after discharging her ballast in the Roads. She took a cargo of coke from Hamburg to Santa Rosalia and came through the Gulf of California.

MONTREAL FIRE.

Colin McArthur & Co.'s Wall Paper Factory Burned.

Montreal, Oct. 28.—The wall paper factory of Colin McArthur & Co., was burned to the ground this evening. The loss is \$100,000; well insured.

CASCO BROKE DOWN.

Shaft Snapped When Sternwheeler Was Bound to Dawson.

Late arrivals from Dawson report that the sternwheeler, Casco, bound for White Horse to Dawson, broke down near the mouth of the Houtaquaqua. The vessel's shaft snapped. She had a good sized passenger crew. The passengers aboard were transferred to other Dawson-bound boats.

But three more vessels, the Flora, Clifford Sitton and Ora were scheduled to arrive at White Horse from Dawson before the close of navigation. The Flora began the round trip at White Horse last Tuesday.

The Casco was returning after completing a cruise from this port to White Horse, having left here on July 10, and going by the inside passage as far as Cross sound, leading to Sitka, where she took in the open sea under her own steam. She was light and drew only three feet of water. She had nice weather on the sea with the exception of one or two spells, when she had to lay to for a while. Her main difficulty was the leaking of the tanks, and it was necessary to make all the ports possible on the coast. She went through St. Paul's passage, not going out as far as Dutch harbor. St. Michael was reached without mishap about September 1.

OLIVE MAY WRECKED.

News of another wreck of a sternwheeler on the Yukon waters, although not fraught with loss of life on this occasion, has been received from White Horse. The steamer wrecked is the Little Olive May, a sternwheeler in charge of Capt. Martineau, who is well known in Victoria. She attempted to run the White Horse Rapids on October 9, three days prior to the loss of the Golden in Lake LeBarge, and struck a rock in Squaw rapids. She foundered soon after striking, and in a short time

THE CANAL TREATY. A Philadelphia Paper on the Reported New Proposal.

From North American.

The jingoism of the United States Senate, who defeated the Hay-Pauncefote treaty by amending it, will have no grounds for refusing to ratify the treaty now being negotiated with Great Britain if the forecast of it set out from Washington is correct. If the Clayton-Bulwer treaty is superseded by the new convention, and the United States is recognized as the sole guarantor of neutrality and accorded the right to fortify the isthmian canal, there is nothing left for the most irreconcilable jingo to demand from Great Britain. It will be interesting to see, however, what return Great Britain expects for these concessions which she so recently refused to make. It is not the habit of diplomacy to give without hand without taking with the other.

The right to fortify the isthmian canal does not carry with it the obligation to build fortifications. It may be that after the canal is constructed we may come to perceive that a policy of neutrality is the surest means of protecting our property in Central America. Indeed, to plant cannon at the entrances of a neutral canal would be much like the British in the case of the Suez Canal. The United States fears that a neutral canal will serve the purposes of its enemies in time of war, the rational thing to do when the emergency arises would be to post fleets at both ends to head off hostile ships. Such a defense would be necessary in any event for engineers have repeatedly declared that there are no suitable locations for forts either on the Atlantic or Pacific coast. The mere presence of a fleet at the mouth of the canal is difficult to see how the fortification of the canal could be taken to mean that we would not close it to the enemy's ships in case of hostilities. If that is the real purpose of the United States, why should it commit itself to an obligation which it is not prepared to do so may compel us some day to make embarrassing explanations, if not pay more serious penalties.

STILL AT ST. MICHAEL.

Manauense's Cargo Did Not Reach Dawson as Anticipated.

It is not unlikely that the cargo loaded at St. Michael by the steamer Manauense will not reach Dawson this winter. The steamer Tyrrel reached Dawson on October 4 from St. Michael with but 55 tons of cargo. She made the trip all the way from Dawson to St. Michael to meet the steamer Manauense from Seattle. The Tyrrel was to take 1,300 tons of freight from the Manauense up the river for the Dawson & White Horse Navigation company. She waited until September 17, and the Manauense not coming, she took 55 tons of cargo for the Dawson & White Horse Navigation company. She waited until September 17, and the Manauense not coming, she took 55 tons of cargo for the Dawson & White Horse Navigation company.

PALE, ANAEMIC YOUNG WOMEN.

Anemia, or thin, watery blood, is increasing to an alarming extent among the school girls and young women of our land. Pale gums, tongue and eyelids, muscular weakness, inability for exertion, deficient appetite, impaired digestion, short breath, palpitation of the heart, attacks of vomiting, swooning, hysteria and irregularities of the feminine organs are among the unmistakable symptoms of anemia, or poor quality of blood.

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DEMAND FOR GOOD STOCK

Mr. G. H. Hadwen Returns From a Successful Trip on the Mainland.

Secures Orders For Many Carloads of Stock—Ranchers Prosperous.

G. H. Hadwen, secretary of the British Columbia Dairyman's and Live-Stock Association, returned on Sunday evening from a two weeks' trip to the Mainland. He went up the Cariboo wagon road to 150-mile House and returned by way of Alkali lake and Canoe Creek. The roads are in excellent condition.

The principal object of his trip was to ascertain the needs of the ranchers and estimate the number of animals that will be required for next spring's sale of pure bred stock. He found that the stockmen had watched the summer sale at Ashcroft with interest, and the results had paved the way for his visit, for every man here was anxious to secure stock of similar grade—the best proof possible that the animals disposed of at Ashcroft have fulfilled expectations, and given satisfaction.

From the rancher visited by Mr. Hadwen he received orders for four carloads of pure bred stock, and other places which he purpose visiting Kamloops, Nicola, and other points—will doubtless require at least as many more.

In addition to pure bred sires and dams for breeding purposes, Mr. Hadwen found the ranchers short of young beef stock and with abundance of winter feed. To meet the situation he was given orders for 10 carloads of stockers, and he hopes to see the order increased by at least another 10 cars. The successful growing of alfalfa in the country visited insured abundant winter fodder for a much larger number of animals than it was safe or possible to keep under the old conditions.

The prospects of the ranchers were ever better. They have nothing like enough animals to supply the demand, and prices of beef will rule high next spring. The beef cattle available has been practically all snapped up already. The ranching country, New buildings and fencing are to be seen everywhere, and the districts generally bear a look of prosperity and perfect confidence in the future.

SMALLPOX.

Twenty-Five Cases Reported in Bonner's Ferry.

Rossland, B. C., Oct. 28.—Some alarm is felt in Rossland over authenticated reports of an epidemic of smallpox at Bonner's Ferry, Washington, an important junction point on the line of the Great Northern railway. Dr. Shielar, Dominion health officer for the district, has been advised of the condition of affairs, and has learned from a medical practitioner at Bonner's Ferry that not less than 25 cases exist. A quarantine officer is on duty at Ryker's, the nearest Canadian port of entry, and the Dominion government has been urged to appoint a medical resident while the epidemic continues. With these precautions it is believed there is not the slightest danger of the disease extending to Dominion territory.

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