

## Bicyclists' Lament.

A wise wheelman whose tool contains something besides a damaged machine, is liable to puncture his tire as to puncture his tire, he is liable to puncture his tire.

For the purpose of curing these injuries, Lint for applying to the tire, is quickly, surely, painlessly.

QUEBEC, CAN.

ought to the notice of the department of marine. The position has been directed to the fact that the position of some of the first established on our coasts gives general satisfaction, than others. It is, however, a matter of fact that the position of some of the first established on our coasts gives general satisfaction, than others.

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OCEAN TRADE. The volume of trade with China and Japan is yearly increasing. The Canadian Pacific steamships have the principal passenger business, they also carry full freight on both voyages.

The Northern Pacific company has regular steamships which give a weekly service. At present this company has five additional ships en route in freight.

Oregon Railway & Navigation company's steamship service has been added.

Canada-Australia service has been augmented by an additional ship.

The foregoing vessels call at Victoria on the outward and inward voyages.

Success which has attended the sailing of the Canada-Australia line is gratifying, and should encourage Dominion government to seek new channels. It is believed that the Central and South American markets for the disposal of large quantities of Canadian manufactures.

As far as can be seen, the export of these countries would be increased. It is believed that the Central and South American markets for the disposal of large quantities of Canadian manufactures.

The appointment of an agent was recommended as a preliminary step to the holding of a direct line of steamships for the event of conditions being favorable. It is felt that the desired trade only be successfully established by direct communication.

The firm has approached the Dominion government with an offer to put a regular monthly service, and it is understood that this offer may be considered when the time arrives for submitting a line.

South Africa has been recommended by this board as embracing markets for Canadian goods in much larger quantities than at present exported. It is

Continued on page 5.

CARTER'S LITTLE LIVER PILLS.

CURE SICK HEADACHE.

Headache, and relieve all the troubles that attend a bilious state of the system, such as indigestion, nausea, drowsiness, distress after eating, pain in the bowels, &c. While these pills are in use, the bowels are kept in a healthy state, and the liver is cured.

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## BOARD OF TRADE.

Continued from page 4.

believed that a commercial agent could greatly assist in building up the desired trade.

Attention is also being directed to Siberia as an outlet for Canadian goods.

YUKON.

Attention has already been directed to the richness of the Yukon placer mines.

Persons interested in them should read the reports made by Mr. William Ogilvie, Dominion land surveyor.

There has been a great rush of miners to this country, and many are kept back only on account of transportation difficulties.

These difficulties it is expected will soon be overcome by the opening up of one or more of the routes previously mentioned.

At present the expected result. At present the expected result.

The Yukon is principally in the hands of United States merchants and prospectors are made to believe that the gold fields are in the United States territory.

The gold fields herein referred to are all in Canada, and removed from any possibility of boundary dispute by hundreds of miles.

This matter has been taken up by the local press, and it is hoped that the press throughout Canada will use its influence in making known the location of these mines.

The loss of duty which might be collected on miners' outfit and supplies via the White and Dyea passes is a very serious one to the Dominion.

Customs officers should be stationed there and at the entrance to Canadian territory by each of the other routes.

It is hoped to append hereto a small sketch-map showing these gold fields and the routes of Cassiar and Cariboo, with the position of the cities of this province as a supply base.

In consequence of the many attractions nearer home British Columbia merchants have not yet fully realized the trade possibilities with the Yukon.

MAIL SERVICE.

That business should be interrupted by delayed mails to and from the East for a period of ten days is a very serious matter.

It is fortunate, however, that such delays as occurred last month do not happen often, and it seems only reasonable that on these occasions mails should be forwarded by some other route, even if more circuitous, whenever a saving of time can be effected.

The attention of the postmaster-general has been called to mails for the south being delayed at Seattle nearly a day. The train for southern points leaves shortly before arrival of the steamer from Victoria, consequently the mails are held over until the following day.

As there are two steamers daily (morning and evening) by which mails can be carried, it is hoped that better arrangements will be made very soon.

Until the first day of June last, connection by steamers between Revelstoke and West Kootenay points was tri-weekly. On the date mentioned a duly service was inaugurated, but the mails go forward only three times during the week as before.

This matter has been brought to the notice of the hon. the postmaster-general, and it has been urged that the mails should be taken of the improved steamer service to forward the mails daily.

The contract for the northern mail service expired on the 30th inst., but it is not yet known what new arrangements will be made. It is hoped that they will provide for a more frequent delivery of mails.

At the request of the board, Colonel the Honorable James Baker, minister of immigration, has kindly furnished a report on immigration and colonization. The report will be found in the appendix.

OUTLOOK.

The outlook for continued prosperity, and that too on a scale greater than anything heretofore enjoyed, was never so cheerful as it appeared only a month ago.

The prospect of large bodies of men finding employment in railway construction, and the certainty of the sections to be traversed adding to the number of mines making regular shipments of ore, was indeed encouraging.

Still, however, the proportion of the Dominion parliament without a vote in any portion of the Coast-Kootenay railway has cast a gloom over this business portion of the country and has caused a bitter disappointment to all who had the interests of the country at heart.

In seeking such aid, this province has asked for only a fair return upon its contributions to the federal government, and this has been a bitter disappointment to all who had the interests of the country at heart.

Further it had been represented to the Dominion government by this board that the exchequer receives from each taxpayer of British Columbia \$18.00, as compared with \$8.40 paid into the local treasury, and that therefore the adoption of a liberal railway policy in this province, which would assist in building up the various industries, would be very profitable investment.

It was most unfortunate that the rival charter applicants for the Coast-Kootenay line should have disagreed, but their disagreement has been considered sufficient to warrant the Dominion government in regarding the progress of an important project of this province for a whole year.

It is recommended that an effort be made to induce the local government to appoint delegates to confer with the Right Hon. Sir Wilfrid Laurier on his return from England with the view of bringing forth the immediate construction of that section of the line between the Columbia river and Pentticon, and of its continuance towards the coast at an early date.

It is believed, that were the government to adopt the course recommended by the Dominion authorities might then exercise their powers and give such assurance of aid as the hon. the minister of railways led this province to expect.

The policy of the Dominion government in controlling rates when they are given is given towards the construction to be highly commended, and with such regard it is a matter of little importance by what company the railway is built.

Attention is again directed to the insufficiency of aids to navigation on these banks. Yearly increased shipping adds to the importance of having lights, beacons and buoys placed as recommended.

The establishment of salmon hatcheries on the Skeena and other northern points, also an additional hatchery on the Fraser river, were asked for, but these matters appear to be held in abeyance.

It is desired to impress the fact that British Columbia is not a supplicant for favors in respect to any of the foregoing requisitions; they are but just dues.

The possibility for increased business for the coast cities is very great, nor can it be said in this respect any particular one has an advantage over the rest.

A direct railway into Kootenay, ores from that country could be smelted probably at less cost than near the mines, as fuels are cheap and on the seaboard there is a greater choice of fuels.

The Pentticon Boundary branch of the Coast-Kootenay railway is therefore of the first importance, in consequence of the advanced state of mining between the Columbia river and its western terminus.

But the railway between Butte Inlet and Quenelle will make Cariboo tributary to the coast; so also will be the districts of Cassiar and the Yukon when communications are improved.

Only those who are acquainted with the vast resources of the north can appreciate what its opening up and development will mean to the cities.

These are matters to be kept constantly in view and advanced at every opportunity.

The provincial government securities and municipal debentures continue to rank high in financial centres.

Foreign capital is also being freely put into the mines, and it is expected that other industries will soon receive more attention.

Few countries can offer more varied and profitable investments than British Columbia.

The exports and imports during the past year exceeded those of any previous twelve months.

The statistical information herewith will be found complete, and more interesting than usual.

It is gratifying to find that this board will begin the new year with the largest membership in its history, and the increasing business which falls upon the council leads to the hope that the highest point of its strength and usefulness has not yet been reached.

All of which is respectfully submitted, this 13th day of July, 1897.

D. R. KIRK, President.  
G. A. KIRK, Vice-President.  
F. BLWORTHY, Secretary.

The report was received with applause, and President Kirk, as is customary, moved, seconded by Vice-President Kirk, that the report be referred to the incoming council for their consideration, giving them power to amend the report if necessary and print it. This motion was carried.

A discussion then arose on matters referred to in the report. Mr. J. A. Clearhue objected to the remarks contained in the report referring to the Cassiar Central Railway.

In getting that charter, he said, the company also got the precious metals. He was most decidedly against giving the precious metals to any railway company.

The president explained that the charter had already been granted to the company, and it was only approved of by the board in the sense of its opening up the country, not in its details.

Mr. Clearhue then said that as far as the granting of the precious metals to the company was concerned he must record his disapproval as a member of the board.

Mr. W. H. Ellis had not heard anything in the report in reference to the branch of the Canadian Pacific railway in Slokan district running from Slokan lake to Nelson.

The president pointed out that this had been overlooked, and that it would be embodied.

The line in question is the short line now under construction to connect Slokan lake with the Robson and Nelson line.

Premier J. H. Turner thought the report should be handed over to the council to revise, so that all subjects could be placed in the hands of the council.

Regarding the Cassiar Central railway Mr. Turner said he understood that the board were making a representation to the provincial government to the effect that the building of that line was in the interest of the province.

The provincial government were, he said, under correspondence at the present time with the Dominion government on that subject.

Subjecting the building of that line to the Dominion government was, he said, a mistake.

There were many who were sure that the Dominion government would not take up that line and there was a strong feeling at Ottawa that the shorter line should be built.

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situation where there were so many members that he should run for office.

He thought that he should make way for some one else.

Mr. T. S. Fitcher also declined to run, leaving Messrs. G. A. Kirk and C. E. Renouf as contestants for the office.

The result in the election of Mr. G. A. Kirk, he received 46 votes, while Mr. C. E. Renouf received 15.

On the result being announced Mr. Renouf moved to make it a unanimous vote.

Mr. G. A. Kirk, who sat smiling in a corner, arose after the result was announced and thanked the board for electing him to the office of president, which he hoped to do in a manner which would do credit both to himself and to the board.

For the office of vice-president there were three nominations, Messrs. W. H. Bone, A. H. Scaife, and W. A. Ward.

The election resulted as follows, W. A. Ward, 49; A. H. Scaife, 15; W. H. Bone, 2.

This vote on the motion of Mr. Scaife was also made unanimous.

There being only one nomination for the office of secretary, Mr. Elworthy, who has held that office for several years past, that gentleman was again elected to the office.

The election of the council then took place. There were fifty-five nominations, but prior to the elections the following gentlemen requested that their names be stricken from the list: Messrs. T. B. Hall, T. M. Henderson, C. Holland, T. W. Patterson and W. Templeman.

The election resulted in the choice of the following councillors: Messrs. D. R. Kirk, T. S. Fitcher, A. W. More and R. H. Swinerton were appointed.

The board of arbitration will be the same as that of last year, with Mr. F. B. Pemberton in the place of the late Mr. Holmwood.

A vote of thanks was then passed to the press on the motion of the president, who was asked to retire, and no sooner had it been given than the Hon. J. S. Helmcken proposed a vote of thanks to the retiring president.

Mr. T. S. Fitcher gave notice that at the next quarterly meeting of the board he would move to amend the by-law regarding the election of officers so that instead of reading "no member to nominate more than three members" it will read "any member may nominate a president, a vice-president, a secretary and three members of the council and board of arbitration."

Hon. J. S. Helmcken gave notice of resolution which he proposed to move at the next quarterly meeting, recommending the building of a road from Victoria to the north end of the island.

The new members elected were: Hirschel Cohen, J. A. Sayward, N. P. Bell, C. H. Lugen, John A. Hall, O. P. Wolley and W. J. R. Cowell.

Throat Trouble Cured.

"I used Dr. Chase's Syrup of Linseed and Turpentine for severe throat trouble," writes Mrs. Hodgins, of 234 Bathurst street, Toronto. "It proved most effective. I regard it as one of the best household remedies there is. It is easy and pleasant to take and cures out the cold with surprising celerity."

HEROIC RESCUE OF LIFE.

A Mile Swim Out in the Ocean to Save a Drowning Man.

Rockaway Beach, N. Y., July 8.—One of the most heroic rescues that ever took place along this beach occurred when Captain McEnroe, of the volunteer life-saving corps, swam a mile out to sea to the aid of a drowning man.

The rescue was witnessed by more than 3,000 persons, who cheered Captain McEnroe heartily for his display of strength and courage, as exhausted by his efforts he lay unconscious on the sands.

Collins, who lives at 160 West Forty-third street, New York, swam out half a mile and was caught by the undertow and drawn still farther out. His wife and two children were with him. Captain McEnroe. There was no time to launch the boat if the man was to be saved, so McEnroe plunged into the water, and with skilled strokes, swam swiftly toward the drowning man.

Such was the distance that rescuer and rescued were mere black specks to those on shore. When McEnroe began to return to the beach, it was slow and hard. Collins had become unconscious and was a dead weight. Once McEnroe and the man he was trying hard to save got out of sight, all that was thought of was the drowning man.

There were hearty cheers when the life saver was seen on the surface again, and at last, completely exhausted, McEnroe landed the man on the beach, and sank beside him unconscious.

Dr. Lusk was present and soon resuscitated both men.

Collins was grateful. He took a big bunch of bills out of his pocket and stuffed them into the box placed to receive donation for the life-saver fund.

"Last summer one of our grandchildren was sick with a severe bowel complaint," says Mrs. E. E. Gregory, of Fredericktown, Mo. "Our doctor's remedy had failed, then we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, which gave very speedy relief."

For sale by all druggists. Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

The wrecked schooner General Siglin is being repaired at Seattle. New masts and new rigging are being put in and she is being made ready for service.

The knocking about she received did not, it seems, do much damage to the hull, for the timbers are as solid as when she was built. The repairs being made to her will cost about \$2,500.

"One of my sick headaches," you will hear people frequently say, as if the complaint was hopelessly formidable. As a matter of fact, Ayer's Pills not only relieve sick headaches but effectually remove the cause of this distressing complaint, and so bring about a permanent cure.

## MR. CARLYLE'S TOUR.

Examination of the Vernon, Fairview and Kettle River Districts.

Rossland Miner: W. A. Carlyle, provincial mineralogist, who arrived Monday afternoon, has given the Miner a resume of his field work since he left Victoria last May.

"I first went to Vernon," he said, "and remained there a week. There is quite a lot of quartz in that country, and they have got some good assays, but it is too early to tell much about it. More development work will have to be done before we can know the real value of the quartz."

"From Vernon I went to Fairview, where I spent ten days. I saw the Steenwindler, Morning Star, Joe Dandy, Strathmore group and the properties of the Smelter, Tin Horn and Fairview Consolidated companies. The Tin Horn is building a mill of eight batteries of two stamps each, with triple classifiers."

"Several strong quartz veins run through the country. They vary much in width, running from two to twenty feet. The changes in width are not only great, but they occur abruptly. The Morning Star milled 2,700 tons and saved \$11 per ton on the plates. As a rule the ore of the camp is low grade, but there are some very large bodies, and I think on the whole it can be worked profitably. It is about three miles from the centre of the camp to the Kettle River, and there should be a tramway built down to the river, so the ore could be taken there at low cost, for treatment. The Smelter is making some improvements in its plant, and a good deal of work is being done on the properties of the Fairview Consolidated. I may add that the ore of the camp is perfectly free milling, and can be successfully treated by stamping."

"I went from Fairview to Camp McKinney, where I saw the Cariboo mine. It is a shaft down 170 feet, and in the bottom they are finding the best ore ever taken from a mine. The underground workings extend 700 feet on a solid ore chute, which the surface workings indicate to be 1,200 feet long. The vein is from 4 to 6 feet wide, and the company claims to be saving from \$15 to \$16 on the plates. It is a fine property."

"There are other quartz veins at Camp McKinney, but I could not learn that there was anything else there carrying the values of the Cariboo."

"I went to Midway for a short time and then to Greenwood, where I spent three weeks visiting all the surrounding camps. At Long lake camp Leslie Hill is doing some fine prospecting work in the Jewel vein. He has found quartz which runs high in gold. Greenwood is the central point of what is going to be a road camp. There has not been a great deal of work done, but some large ore bodies have been found, though as a rule they are of low grade."

"I went down to Grand Forks and out to see the Volcanic. Grand Forks and other sections of the north fork of the Kettle River. The Volcanic is a problem. The surface showing is enormous, but it remains to be seen how much solid ore can be found, and how much it is worth. The Fairview looks well."

"Taking the Boundary country altogether, it is certainly one of great possibilities. I would be glad to see more work done on the Boundary. The earnest mining. They will tell you that they are waiting for a railroad, but it should not be forgotten that the best way to get a railway is to show an enough ore to justify its construction."

"Mr. Carlyle will remain in the Rossland camp long enough to visit all the working mines and note the progress since he was here last year. He will be most disappointed if the progress the camp had made. He thought the shipments of ore had shown a most encouraging increase, and that the present output was a record. He thought the shipments of ore had shown a most encouraging increase, and that the present output was a record."

THE TORRID ZONE.

Reports of Continued Hot Weather From Various Points.

St. Louis, July 9.—Yesterday was the eleventh day of 100 degrees heat in St. Louis. By 3 p.m. seven people had died from the heat, and one man attempted suicide, and there were at least four out of the many prostrations which will prove fatal.

There is no relief in sight. It is a cool bedroom in which the temperature at night is lower than 92 degrees, and in consequence the vitality of the people is becoming exhausted. Animals are suffering as badly as men. It is estimated that 100 died in the street Wednesday.

Chicago, July 9.—The heat continued yesterday, the mercury reaching 95 and 97. At midnight it was 87. There were four deaths and twenty-four prostrations, four of the latter being serious and probably fatal.

At Bloomington, Ill., many prostrations, including one fatal, occurred yesterday. The mercury reached 104. Decatur, Ill., reports one fatally and a dozen prostrations.

Minnesota and Wisconsin are also receiving a scorching. One death and six prostrations were recorded at St. Louis.

Paduah, Ky., July 9.—The heat wave is causing suffering all over Western Kentucky. Many prostrations are reported. Two hundred employees on the Illinois Central, below here, struck, declaring they could not work. Threshing gangs are abandoning their machines.

Louisville, July 9.—Three deaths are reported from the intense heat.

Dartmouth, N. Y., July 9.—Three deaths from heat have occurred in the last few hours.

Syracuse, N. Y., July 9.—Andrew McNeill, an employee of the Syracuse water works depot, was overcome by the heat at noon to-day while at work in a trench in Pitch street. He died an hour afterwards in the Homeopathy hospital.

Toronto, July 9.—The continued heat here is unprecedented. The thermometer ranges about 87 in the shade. There have been many prostrations.

Montreal, July 9.—There were three deaths from heat to-day, the victims being Joseph Brand, cigar merchant; Julia Gammon, an old woman; and Joseph Mulholland, formerly a Winnipeg shoe merchant.

Pallid faces indicate pale, thin blood. Ross cheeks show the pure, rich blood resulting from taking Hood's Sarsaparilla.

**900 DROPS**

**CASTORIA**

Vegetable Preparation for Assimilating the Food and Bowels of INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Fac-Simile Signature of *Charles H. Fletcher*

**NEW YORK.**

At 6 months old 35 DROPS - 35 CENTS

EXACT COPY OF WRAPPER.

**SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA**

Castoria is put up in one-ounce bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

Fac-Simile Signature of *Charles H. Fletcher*

is on every wrapper.



**Think It Over.**

Crow's Nest Pass, Columbia & Western, Vancouver, Victoria & Eastern Railway subsidies. Victoria always has the black eye. Being suffering from a forbidding public. We can't subsidize railways, but we can help you out on groceries, for we are BROAD-GAUGE and vestibule train of satisfaction.

Peaches and Apricots for preserving, 90c. a box. 20 pounds Sugar for \$1.00. Bring your jug and we will fill it with pure Maple Syrup.

Two Bottles local Beer for 25c.

Fruit Jars—Pints, Quarts and Half Gallons.

## FROM THE CAPITAL.

Expenditure and Revenue Statement for the Current Year Is Very Satisfactory.

Large Increase in the Revenue—B. C. Mariners Warned Against Magnetic Variations.

Ottawa, Ont., July 10.—The expenditure and revenue statement for the year ending June 30 is gazetted to-day. It is very satisfactory indeed. The revenue shows the large increase of \$1,215,000, and the expenditures an increase of about \$68,000. Expenditures are not all in yet, but when they are there will probably be a small surplus, though it is possible there may be a small deficit.

The net debt is \$25,531,000, an increase during the year