THE BELATED MINERS

A Meeting Held at the Board of Trade Rooms Yesterday to Discuss Matters.

A Settlement Will Probably be Made and the Miners Taken In by the Stickeen Route.

A meeting of the Board of Trade was held yesterday to discuss the Bristol-Eugene fiasco. The committee appointed to look into the matter submitted their report. The committee, after a statement of the particulars of the affair, said that the passengers were willing to accept in settlement of their claims transportation to Glenora and sufficient money to take them to Teslin Lake. Also that Mr. F. B. McFarland for the Portland & Alaska Steamship Co., was willing to take the men and their goods from Wrangel to Glenora and give them $2,500 as part payment of the cost of getting to Teslin Lake. They also recommended in the report that Messrs. Davidge & Co. undertake to convey the passengers from Victoria to Wrangel and contribute a like amount to that which the Portland company have agreed to give.

After some discussion on the report Mr. Davidge said that he would not at present entertain the idea of conveying the passengers to Wrangel and giving them $2,500, as suggested by the report of the committee, unless the Portland company deposited the money they promised with the committee for the passengers. He said there was no legitimate claim against his company, for they had fulfilled their part of the contract, it being at the request of the passengers themselves that the Bristol came back. There was, he said, $2,000 due his company, but they would waive their claim to it for the benefit of the passengers.

After some remarks on the matter from several of those present Mr. Davidge said that he understood there was an attachment issued for the $2,000 to which he had just waived his claim.

E. B. McFarland said the $2,000 spoken of by Mr. Davidge was unearned. It had been deposited by the Portland company to provide against certain contingencies, viz., if the Bristol exceeded fifteen days in her voyage to St. Michaels the Portland company were to pay Mr. Davidge's company $200 per day for every day over the fifteen. As to the Portland suit and the attachment of the $2,000 he knew nothing about it; his company had no debts, and whatever suit was brought against it must have been on behalf of some of the passengers. He expressed himself as being in favor of an amicable settlement.

Mr. Gregory said that the $2,000 was already assigned by the passengers to Mr. Helmcken and himself, and if the Portland suit was also instituted on behalf of the passengers it could be taken for granted that they would get the money.

Prior to the adjournment Mr. Templeman suggested as a means of arriving at a settlement that three arbitrators be appointed, Mr. Davidge to choose one, the passengers another, and both to select a third.

H. P. McGuire, of the Portland & Alaska Steamship Company, came over from the Sound this morning in company with Captain Geer, master of the Eugene, and F. W. Piper, of Seattle. With Mr. McFarland they were busily engaged to-day in checking over the accounts of the transaction.

Mr. McGuire says his company are willing to meet Mr. Davidge's company half way and see if an amicable settlement of the affair cannot be arrived at. Arrangements will, he says, in all probability, be made to take the unfortunate passengers to Lake Teslin, the Portland and Alaska Company being willing to transport them on the steamer Eugene from Wrangel to the head of navigation on the Stickeen, and give them $2,500 to enable them to pack their goods in if Mr. Davidge will agree to transport them to Wrangel and gives a like amount towards the expenses of the overland journey.

G. C. Van Ness, the secretary of the passengers' committee, has gone over the Sound to buy horses, as with several other passengers he intends to make an attempt to get into the gold fields by way of the Dalton trail.

BRISTOL-EUGENE.

A Settlement Made at a Meeting Held This Afternoon.

At last the troubles of the Bristol's passengers are ended, and soon they will again be on their way to the gold fields. A meeting was held this afternoon in the parlors of the Y.M.C.A. to discuss matters, and after a short discussion a settlement was arrived at, Messrs. F. C. Davidge & Co. for their part agreeing to pay over to the credit of the passengers the sum of $1,000 and furnish them with transportation to Fort Wrangel. The Portland & Alaska Steamship Company, through their manager, Mr. E. B. McFarland, and H. P. McGuire, agree to contribute another $1,000 and provide transportation from Wrangel to the head of navigation on the Stickeen river, from where the miners will pack in over the Lake Teslin route to the gold lands. The passengers agreed to this arrangement. Many will make the start immediately, and when the steamer City of Seattle leaves this evening she will take up a large number. Those, however, who have all they want of Clondyke and do not care to again essay the journey, will be paid in cash the value of the transportation.

The trip from Wrangel up the Stickeen will, provided the necessary arrangements can be made, be made on the steamer Eugene, which is now on the ways at Port Townsend being put in repair.

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Highest Honors—World's Fair,
DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

FIVE MEN LYNCHED.

Angry Citizens at Osgood, Ind., Deal Quickly With Burglars.

Louisville, Ky., Sept. 15.—A special to the Evening Post says: Five men were lynched last night at Osgood, Ind. They were caught in a burglary and strung up by a crowd of angry citizens. Many burglaries in the neighborhood stirred the people to a frenzy, and their determination to make an example was carried out with dispatch.

STUDYING INDIANS.

Dr. Boaz and Party Return from the North, Where They Spent the Summer.

Also Made a Study of the Habits and Customs of the Interior Tribes.

Dr. Franz Boaz, who for ten years has been making a study of the British Columbia Indians for the British Association, and who also heads the expedition which the American museum of Natural History sent out last spring, is again in the city. He and Dr. Farrand, who is also engaged in the work of collecting information about the Indians, their customs and relationships, came down from the north on the steamer Tees last evening.

Since last here the two scientists have covered a vast amount of territory. From Victoria they went to Spence's Bridge, studying the habits of the Indians of that district and those around Kamloops. Mr. Harlin I. Smith, also a member of the party, remained at Kamloops to engage in archaeological work. He was also engaged in that work at Lytton and obtained much information regarding the history of the Indians of the interior.

Dr. Boaz, Dr. Farrand and Mr. James Tait, of Spence's Bridge, than whom no one is better acquainted with the Indians, and one Indian started across the mountains to the Fraser river, and following the river, made a study of the Indians en route. Dr. Farrand made a special trip to Harrison Lake, while the others proceeded northward to Soda creek, Dr. Farrand overtaking them in time to accompany the party into the Chilcotin country. Arriving among the Chilcotin Indians Dr. Farrand again detached himself from the party, remaining with the Chilcotins until the middle of August. Dr. Boaz continued the trip to the coast, gathering information of various sorts at Bella Coola and Port Essington, and continuing the work begun last year at Rivers Inlet. After finishing his work among the Chilcotins, Dr. Farrand crossed to Bella Bella to make a study of the Indians at that place. Mr. Smith, after completing his archaeological work at Kamloops, joined Dr. Boaz at Port Essington, and a short time ago came south to prosecute similar work along the Fraser. Mr. Smith will continue this fork as long as the weather is favorable.

The work in the north was largely devoted to the physical types of the aborigines, and a lot of measurements, casts and photographs were taken and will be the subject of later investigation. Dr. Farrand made a study of the customs and traditions of the Chilcotin Indians at Port Essington, Dr. Boaz paid paid particular attention to the art, the paintings and carvings of the Indians, endeavoring to fathom their meaning, while at Rivers Inlet a study was made of the native language. At Bella Bella Dr. Farrand gathered information as to social organization and family history. Incidentally a number of specimens were secured, but information was what was principally sought for.

The work done in the interior was a continuation of what the British Association has been carrying on since 1887, when Dr. Boaz paid his first visit to Victoria, while that on the coast was prosecuted for the American Museum of Natural History, New York, Mr. Morris K. Jesup, the president of the museum, bearing the cost. Their idea is to ascertain the origin of the coast Indians, and whether any relationship exists between them and the natives of the Asiatic coast. A study will be made of the Indians from the Columbia river to Behring Straits, and down along the Asiatic coast to Lower Siberia.

From what is known of the traditions and customs of the natives of the two coasts, Dr. Boaz is firmly convinced that they are related, that the first Indians on this side of the Pacific came from Siberia. "If I was not of this opinion," said Dr. Boaz, "I should not have recommended that this work be carried out."

The scientists will be here again next summer, and probably for many summers more before the vast field has been covered.

Mr. J. R. S. Secretan, who has been engaged in survey work in the Yukon country for the Dominion government, and Mr. S. R. Churchill, of the Northwest Mounted Police, are at the Driard. They were on the S.S. T. B. Weare when she was wrecked on the Yukon, and with the rest of the Weare's passengers made the trip down the river on the Healey, reaching Seattle last week on the Cleveland. Mr. Ogilvie is on the Excelsior, now due at San Francisco. Mr. Churchill says the reports of a scarcity of provisions at Dawson City have not at all been exaggerated, and it is hard to say what the consequences will be. Neither has the richness of Eldorado and Bonanza Creeks been exaggerated.

TO BUY STEAMERS

Chief Mechanic Johnson of the C. P. R. Leaves for the Orient on the China.

Will Purchase Steamers to Run to Wrangel to Connect With River Boats.

Lacey R. Johnson, chief mechanic of the C.P.R., was a passenger for the Orient by the Empress of China last evening. It is an open secret that the object of Mr. Johnson's trip is to purchase two or more steamers for the company, for service on the route between Victoria, Vancouver and Wrangel, to connect with the river boats on the Stickeen, which will in turn connect with the line of railway which the company propose to build from Telegraph Creek to Teslin Lake. When seen last evening Mr. Johnson would not state the object of his mission, but said it would soon become public property. Other officials of the company are of the opinion that he will purchase boats for the northern route.

The steamer Tees arrived down from Naas river and way ports yesterday evening with about 12,000 cases of salmon, which she is unloading to-day at the outer wharf. Her cargo was made up for the most port of 8,000 cases from the Federation cannery at Naas, 1,000 from Lowe Inlet, 1,900 from Aberdeen, 800 from the Claxton and 8,000 from the Balmoral. All the canneries have closed down for the season saving that of S. A. Spencer at Alert Bay. He is canning spring salmon and hump-backs, and has put up about 6,000 cases. Besides her salmon the Tees brought down about 30 cases of Indian curios and miscellaneous Indian wares which Dr. Boos has been collecting at different northern points. Among the passengers who came down on the Tees were a number of the managers of northern canneries, amongst them Messrs. R. Drainey, W. B. Skillen, W. Wadhams, R. Morrison and others. There was a larger number of passengers and in the steerage were about 35 Chinese cannery employes returning to their homes in Chinatown. Messrs. Saunders and Russell returned from Rivers Inlet, bringing down some very good specimens as a result of a prospecting trip up the inlet. Capt. Goose reports meeting with several steamers bound northward, amongst them the bark Shirley, which is to be turned into a floating hotel at Skagway, the steamer Queen and the Coquitlam. The Shirley was passed in Johnson straits in tow of one of the Sound tugs. The Queen was met on Saturday last in Willamette pass and the Coquitlam at Fort Rupert.

From a cable received yesterday evening it is learned that the Norwegian bark Alette has met with a disaster near Yokohama and ten of her crew are drowned. The Alettte left here in July last with lumber from the Hastings mills for Yokohama, and all went well with her until almost within sight of her destination, for it is not many miles from Yokohama where her remains are now lying on a point near Tateyama. She was in command of Captain Lorentzen and carried a crew of fifteen, who were signed at the offices of Robert Ward & Co. in Vancouver, the firm being the Norwegian consuls. Had the disaster not occurred, she was on unloading her lumber at the Japanese port to have returned to the Hastings mills to take on lumber for the United Kingdom. The Alette was built in 1879 at Alblasserdam. She was a wooden vessel with a registered tonnage of 1,306 tons. Her owner is given by Lloyd's as Astiecelhabt.

A cable received from Yokohama tells of a fierce hurricane which swept over that city and harbor on Thursday last, causing severe floods and doing much damage to property, and followed by considerable loss of life. When the typhoon was at its height the German warship Irene, the British ship Glenerich, Captain Davies, which reached Yokohama on July 21 from Port Gamble, and the British ship Lonsdale, Captain Grazier, which reached Yokohama Aug. 22 from Antwerp, were driven ashore. All three have since been floated. No serious damage was done to them. The British ship Lonsdale was one of the last vessels of the salmon fleet to be chartered. She is under charter by Balfour, Guthrie & Co., of Tacoma, to come to that port to load salmon for the United Kingdom.

Steamers are making big fights for freight at Japanese ports. On August 25th three steamers were advertised to leave for American and Canadian ports, and immediately the agents of all three vessels began cutting rates in order to secure the cargoes. The Nippon Yusen Kaisha lowered the rate on their vessel, the Kagoshima Maru, which arrived at Seattle a few days ago, to $10 per ton. The Pacific Coast S. S. Co. lowered their rate to $11, and the owners of the Monmouthshire, Messrs. Samuel Samuel & Co., reduced their rate to $9 or $8.50. All three vessels, which have now arrived at their destinations, secured a large cargo.

The steamer Princess Louise sailed yesterday evening for Wrangel with Mr. Duchesnay and his party of surveyors, and about twenty of the passengers of the Bristol who will make another effort to get to the gold fields, this time choosing the all Canadian route. The steamer City of Topeka, which sailed from the outer wharf about an hour prior to the Louise, also had a number of the unfortunate miners who were passengers on the Bristol. The Topeka took up about 15 tons of freight from this port.

Yesterday was a very busy day at the outer wharf. No sooner had the longshoremen finished their work on one vessel than they began on another. There were no less than eight vessels docked there during the day. First came the Princess Louise, then the Northern Pacific steamer Tacoma, then there was the Lorne, the R.M.S. Empress of China, then came the ship Irby in tow of the tug Czar, then the steamer City of Topeka, and at night came the steamer Tees.

THE FAST LINE CONTRACT.

Mr. Peterson Declines to be Catechised by a Correspondent.

Toronto, Sept. 15.—The following is a cable to the Evening Telegram, dated London, Sept. 15th; Mr. Peterson, of the ship building firm of Peterson, Tate & Co., of Newcastle-on-Tyne, which has the contract for the construction of the new fast Atlantic line between Canada and England, was seen by the Telegram's representative to-day, and in reply to an inquiry regarding the carrying out of the terms of the contract he said that owing to negotiations at present being carried on between the Dominion and Imperial governments it was impossible for him to furnish any information at this juncture regarding the contract. To a question as to whether the guarantee instalment had been paid in, Mr. Peterson emphatically declined to make any reply.

ROUTE TO CLONDYKE

John Shields Urges the Government to Clear the Trail from Quesnelle to Telegraph Creek.

Also Asks That the Proposed Telegraph Line be Extended Between Those Points.

Ottawa, Sept. 15.—John Shields, of Toronto, who has been for some months in British Columbia, it in the city. He came here by the request of certain parties in British Columbia to interview Hon. Mr. Sifton with a view of repairing part of an old trail through Canadian territory to the Clondyke. The trail extends from Quesnelle to Telegraph creek, a distance of about 300 miles, and is blocked up with falling trees. If this trail was cleaned out, then British Columbia ranchers could drive their cattle right into the Clondyke. The British Columbia government is now making a trail between Telegraph creek and Teslin lake. Mr. Shields also asks that the telegraph line be extended between Quesnelle and Telegraph creek, and this would give direct communication with the Stickeen, and could be continued on to Clondyke. The building of the telegraph line belongs to Hon. Mr. Tarte's department, and Mr. Shields will go to Montreal to meet the minister of public works.

There will be a cabinet meeting on Saturday of this week. Sir Richard Cartwright and Sir Wilfrid Laurier may be here, and possibly Sir Louis Davies with Messrs. Fielding, Fisher and Tarte. The only step remaining for the government to take in the Yukon regulations is to improve the means for ingress and egress. After all the talk that has been circulated in regard to the line of railway, it is not improbable that all that may be done is to build a first class trail. The reports of disaster and distress have appealed to the government, who, however, have little in their power to do in the way of relief. Mr. Sifton, in his trip of next month, will personally determine what line of policy is to be adopted.

J. K. Kerr, Q.C., Toronto, is here today laying a somewhat novel proposition before the government. He had an interview with Mr. Sifton regarding the matter. Mr. Kerr offers, the services of a volunteer company of 100 able-bodied Canadians to assist the Clondyke police in maintaining law and order. The men will be armed with the best repeating rifles and any quantity of ammunition; at the same time they will work in the gold mines. What Mr. Kerr asks from the government is that in return for their presence the government will grant to the Yukon, Clondyke Co-Operative Mining & Trading Co., Toronto, a choice of land now held in reserve by the government. It is understood that 65 out of the 100 have already joined the ranks of the volunteer company and among these are seven mounted policemen.

A stock company of Ottawa capitalists is being formed to arrange for the construction of a balloon from the design of Jose de Laterle, which will be used for transport of passengers, freight and government mails from Edmonton to the Yukon goldfields. About $1,000 has been subscribed and the balloon is expected to be ready within three weeks, when the trial trip will take place in this city. The motive power of the balloon will be such as will not be affected by climate, cold or damp atmosphere, and it will travel close to the ground.

In those military districts where the district paymasters have been retired or relieved of their duties, it is contemplated by the militia department to impose this work on the district officers commanding. The impression prevails, however, that this arrangement will not last long, as it is regarded as somewhat anomalous that an officer who will have to certify accounts should pay on his own certificate. There does not seem to be in the arrangement as effective a check as is required by the auditor-general.

Practice Economy

In buying medicine as in other matters, It is economy to get Hood's Sarsaparilla, because there is more medicinal value in Hood's Sarsaparilla than in any other. Every bottle of Hood's Sarsaparilla contains 100 doses and will average, taken according to directions, to last a month, while others last but a fortnight.

HOOD'S PILLS are the only pills to take with Hood's Sarsaparilla. Easy and yet efficient.

Mrs. T. L. Briggs and Miss Briggs, of New Westminster, are in the city.

SHACKS CAN STAY

The Aldermen Reverse the Decision They Arrived at Some Weeks Ago.

But They Refuse to Change Their Minds in Regard to Mrs. Baumgart's Sewers.

A majority of the aldermen last evening voted to retain the old unsanitary shacks in the city, condemned some time ago by the sanitary inspector and building inspector, and which they themselves decided should be destroyed. A lot of other business was taken up and disposed of at the regular meeting last evening.

The deputy minister of agriculture wrote that upon the return of the minister to Ottawa the question of taking over the Darcy Island lazaretto would be brought before the cabinet. There was no vote in the estimates of 1895-6 in aid of the lazaretto. Received and filed.

The manager of the Victoria Chemical Works wrote at some length regarding his efforts to prevent the escape of gases, which had been complained of. He explained that on account of an accident more fumes had been escaping recently than heretofore. This break was being repaired.

The sanitary officer reported that the escape of gases was due to a series of unavoidable accidents. The repairs will be made within two weeks.

Both communications were received and filed and a copy of the report will be sent to the commissioner.

Messrs. Erskine, Wall & Company complained of the escape of sewer gas from a sewer in front of their premises.

Mayor Redfern explained that this was caused by the failure of the owners to have the Five Sisters block connected with the regular sewer. The sanitary officer had notified them to make the connection.

In this connection Messrs. Drake, Jackson & Helmcken wrote asking that they be refunded $7.30, the amount expended by them in having the building connected with the temporary drain. They also asked what portion of the cost of a new sidewalk in front of the building on Fort street the city would bear.

The sanitary officer was instructed to see that the building is connected with the sewer at once and the portion of the letter referring to the sidewalk was referred to the street committee and city engineer to report.

Messrs. Bodwell, Irving & Duff, for Messrs. Walkeley, King & Casey, asked for the payment of the amount due them for repairs to the city rock crusher. The council had passed the bill, but the amount had never been received by Messrs. Walkeley, King & Casey.

Ald. McCandless said the contractors had been offered a check for what the officials thought the contractors should receive, but they refused the check.

Referred to the finance committee, water commissioner and city engineer.

Mr. J. G. Tiarks again wrote re surface and sewerage water running on his property on Esquimalt road. Received and laid on the table.

The resolution recommended by the mayor re the sewerage of Mrs. Baumgart's property was moved by Ald. McCandless and seconded by Ald. Hall. It is to the effect that the resolution passed by the council accepting the proposition of Drake, Jackson & Helmcken re the sewering of Mrs. Baumgart's property, on Pandora street, be rescinded, and that Messrs. Drake, Jackson & Helmcken be informed that the proposition cannot be accepted, and that their client must lay the temporary branch at her own expense, or have the property immediately disconnected from the box drain. No interest will be allowed by the council on any expenditure that their client may make on account of the permanent system of sewerage.

The mayor explained that when the proposition was accepted he understood that the work done by Mrs. Baumgart would form a part of the permanent system of sewerage. He now knew that it would not and the city could not pay for such a temporary pipe.

Ald. Vigelius said most of the work done would form part of the permanent sewer. The temporary branch would not cost more than $50 and Mrs. Baumgart should pay for this.

Ald. Kinsman thought that the council should stand by their decision of last week.

The council voted against the mayor's resolution, standing by their resolution of last week.

The mayor said he would not allow the resolution of last week to be carried out, as it was unconstitutional.

Ald. Partridge said he would move for the list of properties not connected with the sewer. The sanitary officer was powerless in his efforts to make some property owners connect their property with the sewers, somebody behind the scenes interfering.

Ald. Wilson said the plumbing in the houses had been made under the supervision of the city officers, and no objection was made to it then.

Ald. Wilson moved, seconded by Ald. Partridge, the resolution recommended by the city engineer to the effect that the resolution passed by the council in answer to Mr. Tiarks' communication of the 7th inst. be rescinded, and that the comunication be laid on the table until such time as the city engineer and street committee report on Mr. Tiarks' letter of July 26th.

The resolution was passed.

Ald. Stewart's resolutions to pull down a lot of old buildings were defeated, despite the fact that the council had previously decided to destroy the buildings.

Mayor Redfern, Ald. Stewart, McGregor and McCandless voted in favor of the resolution; Ald. Vigelius, Hall, Kinsman, Wilson and Partridge voted to retain the old buildings.

In only three cases did the council uphold the sanitary officer and building inspector, they passing the resolutions condemning buildings belonging to Messrs. Oliver, Tollich and Newberger.

A by-law to amend the street by-law, fixing the time for cutting cordwood on the streets from 8 a.m. to 9 a.m., received its first reading.

The council adjourned at 9:55 p.m.

FRANK CRYDER'S VIEWS.

Returned Clondyker Does Not Think There is Much Danger of Starvation.

Seattle, Sept. 15.—Hope for those who have friends in the Clondyke is held out by Frank Cryder, who came out on the steamer Humbolt, having spent nve years in the Yukon. He does not believe that there will be any deaths from starvation, though he admits that food will be scarce. Cryder says that the lack of shelter is a more serious condition confronting the miners in the gold belt than starvation.

"Do not understand," said he, "that I am advising any to go there this winter. I am simply stating these facts to encourage those who have friends in the north."

Cryder declared that $25,000,000 will be taken out this winter from claims on Bonanza and Eldorado creeks, while from the Birch, Miller and Munook districts will be washed about $200,000.

John E. Lancaster, a representative of the Chicago-Alaska Gold Mining Company, is in the city making preparations for a winter trip to Dawson City. Mr. Lancaster will leave Seattle on October 10th with a party of ten men and 10,000 pounds of provisions. He expects to enter Dawson City with colors flying in the heart of winter.

SCHOOL TRUSTEES

Discuss the Overcrowding of Schools and Make Arrangements for Relief.

Will Appoint an Additional Teacher and Divide Up an Overcrowded Class.

The board of school trustees held a special meeting yesterday afternoon to discuss arrangements for the relief of the congestion at some of the city schools. The matter was brought up by a letter from Principal A. B. McNeil, of the North Ward school, complaining of the crowded condition of his school.

"If," however, Mr. McNeil said, "funds were lacking, he would manage to worry along as they were." At the request of one of the members of the board, the secretary then read a statement showing how the board stood financially. It is as follows:

EXTRAORDINARY EXPENDITURE.

Teachers' salaries estimate	$38,400
Expended, eight months	23,161
Balance	$15,239
Four months appropriation, at $3,074	12,296
Balance	$ 3,063

ORDINARY EXPENDITURE.

Estimate	$10,400 00
Expended	5,273 77
Balance	$ 5,126 23

Mr. McNeil in his letter suggested that another teacher be secured, as at present one class had as many as seventy pupils, and that was too many to allow of good work.

Principal McNeil's letter asking for another teacher, was in the hands of the board, and had been deferred for future action, before the proposition to distribute Spring Ridge school was made. The over-crowding for the relief of which another teacher is needed occurs in the two lowest grades of the North Ward school; while the corresponding grades of Spring Ridge school were not distributed, but were still attending at the latter school.

Trustee Belyea pointed out that the enrollment increased each year, and he moved that a competent teacher be appointed at once, at a salary of not less than $50 per month. Trustee Hall seconded this motion, and it was carried.

Trustee Belyea then brought up the matter of the buying of books. One man, he said, had that day come to him complaining that his children had been removed to another school, but were still in the same grade, yet they were asked to buy new books. This the trustee thought was absurd.

Superintendent Eaton said that as far as he could find out, teachers of the same grade were using the same books.

Trustee Yates asked that an examination into the matter be made by the superintendent, and a report sent to the board.

Mr. Eaton said he had already called a meeting of teachers to discuss this subject, and he would be able to report fully on the matter in a few days.

The appointment of teachers was deferred for a week.

Superintendent Eaton said that all arrangements for seating had been made for any change the board might make, and the new teacher could take the class in hand at a moment's notice.

The board then adjourned until Monday evening next.

"My boy came home from school one day with his hand badly lacerated and bleeding, and suffering great pain," says Mr. E. J. Schall, with Meyer Bros.' Drug Co., St. Louis, Mo. "I dressed the wound and applied Chamberlain's Pain Balm freely. All pain ceased and in a remarkably short time it healed without leaving a scar. For wounds, sprains, swellings and rheumatism, I know of no medicine or prescription equal to it. I consider it a household necessity."

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

WANTED.

Canvassers—"Queen Victoria: Her Life and Reign," has captured the British Empire. Extraordinary testimonials from the great men; send for copy free. Marquis of Lorne says, "The best popular Life of the Queen I have seen." Her Majesty sends a kind letter of appreciation. Selling by thousands; gives enthusiastic satisfaction. Canvassers making $15 to $40 weekly. Prospectus free to agents. THE BRADLEY-GARRETSON CO., Limited, Toronto, Ont.

WANTED.

Men and Women who can work hard talking and writing six hours daily, for six days a week, and will be content with ten dollars weekly, address NEW IDEAS CO., Medical Building, Toronto, Ont.