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Grand Forks A Coming City.

Mayor Manley and Mr. J. A. Smith Discuss Prospects of Boundary Capital

Wherein Nature Has Been Lavishly Generous—The Corbin Scheme.

Lloyd A. Manley, mayor of the city of Grand Forks, and J. A. Smith, secretary of the townsite company of that promising place, have for a day or two past been guests at the Hotel Driard, their visit to the capital being prompted by private business, a desire to get into closer touch with the Coast—and the fact that each felt that he owed himself a holiday.

As bearing directly upon the present position and future prospects of Grand Forks, Mayor Manley states that the railway is rapidly approaching that bustling town. Grading has been completed from Brooklyn almost to Grand Forks, and all the heavy work in connection with the building of the line may be spoken of as finished, the completion of the necessary bridging being the main work now remaining to be done.

This portion of the contract is difficult of accomplishment inasmuch as timber is not available on the spot and it is therefore necessary to construct the road to each bridge site in order that material for the bridge may be hauled in.

All things working out according to expectations the line will be completed by the 1st of July to Grand Forks, where it will probably end for some time on account of the high water preventing the work of bridge and trestle building being gone on with. This part of the contract will of course be proceeded with as soon as low water permits of operations being resumed.

But with the advent of the railway at Grand Froks that city takes a vastly more important place in the sisterhood of mining towns. The railway brings the town in touch with the outside world, via the Canadian Pacific, and gives Grand Forks control of the immensely valuable district on the other side of the divide from Greenwood, with no fewer than twenty shipping mines directly tributary, among them the properties contained in the Central camp (which Mr. Graves and his people are operating up on an extensive scale), the Wellington camp, the Greenwood camp, Summit camp, Brown's camp, and Evans' camp.

Many of these mines already have large quantities of ore on the dump, and it is estimated that within six months after the completion of the road the output of these mines directly tributary to Grand Forks will be at least 5,000 tons per diem.

And in further guarantee of the prosperity and future of Grand Forks, Mr. J. P. Graves, manager of the Paris and other mines of the district showing immense ore bodies, has decided to locate a smelter in the Kettle River valley of 3,000 tons a day capacity, which will also have the ores of the Republic camp for treatment. It is to be built by sections, the first section, of 1,000 tons capacity, to be added to as soon as tonnage is to be seen at hand.

Mr. Hodges, the smelter agent, has already been over the ground generally, and the selection of a most suitable site is now engaging attention. This smelter it is understood will be placed either somewhere on the north fork of Kettle river or at Carson, near the international boundary. The latter point is about three miles distant from Grand Forks; up the north fork would locate the smelter a mile and a half from the town.

In either event it must add to, and not draw from the population of Grand Forks, which is at present about 1,500, but which with the smelter in operation will be swelled to 20,000 in less than two years.

Not only will it command all the ores of the Boundary country, but it is practically certain to receive for treatment all the ores of the Republic and Reservation camps, which have not at home the necessary fluxes while the Boundary camp ores are to a great extent sulphide, with timber, lime, an unlimited water supply, and coal from the Crow's Nest available for the smelter.

With these facilities and resources, the smelter on the Canadian side near Grand Forks will be able to treat the Republic ores much more economically than they could under the best of conditions be smelted at home.

Mr. Austin, the expert who built the pyritic smelter at Leadville, is authority for the statement that the ores of the Boundary camp could be put into a 45 per cent. matte for $1.50 a ton, and the necessary plant with a daily capacity of 150 tons, erected or Kettle river at a cost of $30,000.

In comparison with the ores of the Rossland camp, those of the Boundary are infinitely more economical in that they do not vary in character and will concentrate; the Rossland ore was originally smelted for $11.00 per ton, which price has since been reduced to $4.00. Grand Forks with its resources in lime, timber, water and coal (the latter from either the Crow's Nest or from the Similkameen mines, only 110 miles away) will be able to smelt the ores of the district tributary to it for much less even than $4.00.

There is this, too, about these Boundary Creek ores—they are low grade but in immense body, which means that their mining is a stable business proposition, giving employment to many men and making a big city a certainty, for cities are the natural sequences of heavy pay rolls.

As to the Corbin scheme—the Kettle River railway in regard to which the business community here was so much exercised a few weeks ago—both Mayor Manley and Mr. Smith are inclined to think the project is dead. The general impression is that Mr. Corbin after partially developing his project sold out all rights and good will therein to the C. P. R.

Nevertheless the people of Boundary district and of Grand Forks more particularly are not to be without an American connection, for the road coming in by the San Poil from Republic will reach to Carson, just at the border and but three miles from Grand Forks. And to make close and convenient connection with this system, an electric railway is projected and will shortly be built from Grand Forks down to Carson.

The city of Grand Forks to-day contains upwards of 1,500 inhabitants and for orderliness, cleanliness and creditable buildings would stand as a model among mining centres of its age. Just now there are about twenty substantial two and three story business blocks or residences in course of erection, inclusive of what is to be the best hotel north of Spokane—the "very best" in British Columbia. It is being established by Commodore Biden of Chicago; will cost $50,000; and will be ready to receive guests within sixty days. Indeed the first section of forty rooms is already plastered; while the second section is in the frame. Twenty of the rooms will be en suite, with baths, and the furnishings—now being burchased in Chicago by Mr. Biden's agent—will be the acme of luxury and elegance.

There is everything "on the ground" for the making of a great city of Grand Forks—immensely valuable mines; ideal situation; good water, timber and coal in abundance; a down pull from the mines; and—what few mining camps can boast—a beautiful agricultural valley behind the town, quite twenty miles in length by three and a half in width, wherein the finest fruits of the Northwest are produced. Indeed it is notable of the district that apples and peaches grow to their pink perfection over some of the greatest mines, while one may drive in a buggy to the entrance of almost every mine.

All that the town needs to assure its future is the coming smelter, not inaptly termed by Mayor Manley "the anchor for Grand Forks."

ANNUAL INSPECTION.

Creditable Showing Made by the First Battalion Yesterday Afternoon.

The annual inspection by Lieut.-Col. Peters, D.O.C., of the First Battalion of the B. C. regiment of artillery took place at Beacon hill yesterday afternoon. The muster was a very creditable one as regards numbers, the companies showing the following strength as they marched out of the Drill hall: No. 1 company, 58 rank and file and two officers; No. 2, 60 rank and file and two officers, while No. 3 mustered 70 and four officers. Besides these there was a squad of eight detailed to keep the grounds and the five and drum band, numbering twelve. Including the band the total was 246 of all ranks.

Promptly at 3 o'clock, the hour at which the inspecting officer had ordered the parade, the militia was drawn up in line at the Hill awaiting his arrival, and at about 3:30 Lt.-Col. Peters, D.O.C., arrived and was received with the usual salute. Afterwards the march past in column and quarter column were gone through. In the former each company presented a very creditable line as far as dressing was concerned and the step, too, was correct, but No. 3 through some error went past at quarter column distance thereby marring what otherwise was exceedingly well done.

The battalion was then put through a few movements by their commanding officer, Lt.-Col. Gregory, after which the companies were taken in hand by the officers commanding companies and for half an hour each the manual and firing and company drills were the subjects of attention. In this part of the exercises No. 3 was by long odds the best company on parade as also in physique. In the firing the perfect alignment of the rifles of both ranks when at the "ready" was also a particularly noticeable point in favor of the company named. To those who watched the inspection the work of this company appeared as near perfection and it is possible to bring volunteers and although they may not score full points as did one company of the Vancouver battalion last year, they certainly did as well as their more fortunate conferees. The only objectionable feature in connection with the company drill was the perpetual prompting and "drilling" the men.

One of the mounts of the field officers proved unsteady and after two or three ineffectual attempts to walk on its hind legs the rider thinking discretion the better part of valor, dismounted and continued his duties on foot.

Taken altogether the inspection was a most satisfactory one, the uniforms fitting well and belts and helmets being perfectly clean. The battalion having completed their work at the Hill were marched back to the Drill hall, where muster parade was held.

The parade state showed the following strength: No. 1 Co., 65; No. 2 Co., 70, and No. 3 Co., 80. Staff, 9; band, 22, making a total of 246.

B. Y. P U. Social.—The schoolroom of Calvary Baptist church was well filled last evening for the concert given in aid of the B. Y. P. U. The programme presented was a delightful one, consisting of vocal selections by the male quartette of Calvary church choir (Messrs. Watson, King, Etherton and Wrigleswortb); readings by Mrs. C. M. Norton and Miss Oliver; solos by Mrs. A. J. Clyde and Mrs. J. G. Brown and a piano solo by Miss A. Dier. The programme concluded with a dialogue, taken part in by Misses S. Galbraith and G. Andrews and Messrs. King, Russell and Wrigleswortb.

May Burdens and Perils

Disease and Ill-Health Should be Banished This Month.

Paine's Celery Compound is the World's Great Health Restoring Agent

It matters not whether your trouble be rheumatism, neuralgia, kidney disease, dyspepsia, nervous prostration or some nasty blood disease, Paine's Celery Compound possesses virtues sufficient to meet your case and overcome your sufferings.

Diseases of any kind that have manifested themselves in the winter, and have fastened their deadly grip in the spring months, are terribly perilous to life, if allowed to run into the heat of summer. This is the time to grapple with disease, and Paine's Celery Compound is the only sure friend and helper of the sick.

The work of disease banishing and health restoring already accomplished this spring in Canada by Paine's Celery Compound is marvellous and astonishing, judging from the many letters received from cured people, supported by the endorsation of leading druggists and merchants to whom the cured people are known.

Paine's Celery Compound is the only medicine that can honestly claim public recognition. Its work is never-failing and sure. It first cleanses the blood, causing the life stream to run pure in every artery and vein of the body. It quickly restores lost strength; it gives perfect digestive vigor, sweet sleep and lasting health.

Lost Hunters Return Home.

Indians From the Dora Siewerd Have a Rough Experience.

Messrs. Dodwell & Co. to Place Steamer on Victoria-Tacoma Route.

B. F. Butler and Job Aniche, the two lost Indian seal hunters of the schooner Dora Siewerd who were cast up on the Oregon coast, arrived on the steamer Walla Walla yesterday morning to tell their own story of the time they had. The men were sent north by the British consul at San Francisco, whither they had gone after landing from the steamer Alliance. They last saw the Dora Siewerd on the 9th inst. Then the schooner was "lying to" in the southern hunting grounds off the California coast. All canoes were out including that of Butler and Aniche; the weather was fine but seals were scarce. It was in early morning when the canoes separated. The hunters became more and more scattered as seal were not found and in the excitement of the chase Butler and Aniche lost all track of their vessel and allowed the morning to pass without thought of their location. Then a gale was beginning to bear down on them. They turned and headed back for the schooner, guided by their compass, but ere reaching the spot she had been in were completely enveloped in thick fog. They had travelled farther than they knew and could not find the vessel. She had evidently picked up all the other hunters and was searching around for them. Back and forth they went over the one course until night came on with a small tempest. They could barely keep their canoe afloat. There was plenty to eat in the canoe but there was nothing to protect the men from the heavy downpour of rain. All night long they were kept busy bailing the water out of their frail little craft. Next morning they beat a retreat for shore, hoisting the sail which served as a drag anchor during the night. The rain continued, but, with the hardihood of men accustomed to the sea, they paddled away for upwards of fifty hours to find themselves eventually in the surf off Cape Arigo lighthouse, on the Oregon coast, just below Empire City. Here their canoe upset and the two exhausted hunters had a hard struggle for life. The lighthouse keeper came to their assistance and took them in charge giving them warm clothes and every other comfort. He sent them to Empire City, from whence, as stated, they were taken to San Francisco. They belong to Ahousett, where the members of their tribe are still in ignorance of their safety.

TO REPLACE THE KINGSTON.

Messrs. Dodwell & Co., Limited, Looking for a Boat for the Sound Route.

Mr. Norman Hardy, the Victoria representative of Messrs. Dodwell & Co., Ltd., was last night advised that the reported taking over of the Victoria-Tacoma run of the P. S. & A. S.S. Co. by Dodwell & Co., Ltd., is now an established fact. The firm are now negotiating for a first class steamer, and will doubtless announce in a few days' time her name. She will be specially adapted for the route, and Victoria merchants and others may rest assured that their wants will be well cared for, and that a steamer thoroughly well appointed and in every way suitable to replace the popular Kinkston will be secured as soon as ever it is possible. Dodwell & Co., Ltd., fully realize that the present service by the George E. Starr is not at all a satisfactory one, but they will do everything in their power to give the best possible service with her until her successor arrives on the scene. Those in shipping circles will fully appreciate the difficulty of securing a suitable vessel at a moment's notice, but it is a matter of satisfaction to all concerned to know that a first class steamer is to be secured. Although Dodwell & Co., Ltd., have taken over the management of the Victoria run, there will in the meantime be no change in the Victoria agency—Mr. E. E. Blackwood and his efficient staff will attending to the business here. There will be no change in the freight or passenger rates. The loss of the Kingston was a very serious matter with Dodwell & Co., Ltd., and Victorians should take this into consideration when deploring the present temporary service given by the Starr. The company are fully alive to the requirements of this city, and promise to give at the earliest possible moment a thoroughly first class service between here and Puget Sound points.

A FREIGHT BLOCKADE.

Steamer Chartered to Bring Freight from the Sound, on a Mud Bank.

It is not only passengers who are being inconvenienced on account of the inability of the N. P. R. to secure a steamer to replace the wrecked steamer City of Kingston. Merchants having freight coming by the Great Northern and N. P. R. have been waiting anxiously during the week for it to arrive. The week before the accident there was considerable delay on the two lines caused by washouts and a week ago yesterday several belated trains arrived at Tacoma, including a number of cars for Victoria. The George E. Starr has been bringing over as much of this as she can handle but the Victoria freight has continued to pile up in the Tacoma and Seattle warehouses. The freight steamer Lake was chartered to relieve this pressure but she unfortunately was up one of the Sound sloughs loading grain and got stuck in the mud. It is expected that she will be floated to-day. The freight steamer Oscar will take over a lot of outward freight to-morrow and return with a load of inward freight.

As far as known no boat has yet been secured to permanently replace the Kingston.

Washington, May 1.—Gen. Otis reports from Manila that Capt. Rockefeller, of the Ninth infantry, has been missing since April 28. On that day he was on the line commanding a battalion near Caloocan. He visited the outposts at 9:30 at night, and has not been seen since. It is believed that he lost his bearings and was captured by the rebels.

WRECKED AT EBNER MINE.

Power Used to Destroy a Fifty Horse-Power Boiler In Transit.

The Alaskan Despatch of April 20 says: "One of the most dastardly crimes ever perpetrated in this mining camp was enacted at about 11 o'clock last night, and would reflect credit upon the devil. The Boston group of mines in the basin back of Juneau have been undergoing extensive improvements prior to the opening of work in a few days. Among the improvements was a fifty horse-power boiler which has been in transfer to the group and was resting on the side hill near the power house of the mine, when it was decided to stop work until to-day. There had been a large safety rope placed behind it so as not to allow it to get into motion of its own accord and run down the hill upon the rollers which were being used to move it. At about 11 o'clock last evening some party or parties deliberately cut the rope with the expectation that it would run away into a pond which lay directly in its course, but owing to the extreme weight it did not budge. Then these fiends in human form placed a large charge of powder in the boiler and completely wrecked it."

Work Stopped By Indians.

Crowd of Armed Natives Drive the Workers From Mission Trail.

Detachment of Troops Sent to the Scene to Restore Order.

News of an exciting encounter between whites and Indians on the trail to Klukwan and Boulder creek was reported by the Danube, which arrived here from the North yesterday. The party attacked was the Haines trail committee, Mr. J. D. Sheldon, the chairman of which arrived at Skagway last Tuesday.

The committee had raised funds, located camps and started in to open a summer trail up to Klukwan and thence to Boulder creek. Everything moved merrily until the native bucks took exception to the intrusion of the white men, and started in, about 200 strong, all well armed, to clean out the workers. The laborers were driven into the Mission and set about organizing for resistance. Some fifty of the hot heads armed themselves and wanted to go out immediately, but they were prevailed upon by the cooler residents to delay, and in the meantime Mr. Sheldon went to Skagway to see the authorities. Commissioner Sehlbrede was appealed to to order the troops out, but he thought best to first investigate. Captain Yateman was appealed to direct, and from the fact that he ordered his meat supply for the troops until Thursday, and the steamer Pilgrim to Dyea, it is clear that the Captain is going down with a detachment and be ready for work if occasion demands. Marshal Tanner and Commissioner Sehlbrede go on the same boat, and the chances are that these Indians will be brought to their senses.

The tribe in the country along the Chilcat river is the most powerful and aggressive in Alaska and if thoroughly aroused are capable of creating a serious disturbance. It is hoped, however, that the affair will blow over, and bloodshed be avoided.

The result from latest information received from Haines is to the effect that two chiefs and several bucks are now prisoners at Haines waiting the decision of Judge Sehlbrede in the matter," says the Skagway Alaskan of April 26.

"It appears that yesterday morning the marshal backed up by the detachment of regular troops went up to the trail and arrested all the Indians in sight, namely, the two chiefs and several bucks, and brought them down to Haines where they were locked up pending Judge Sehlbrede's action in the matter to-day. If held they will be brought to Skagway and imprisoned until the arrival of the Cottage City to take them to Sitka.

"Mr. H. D. Gardiner who arrived from the Mission when asked concerning the recent trouble said: Last Tuesday a man started up the Chilcat river in a boat. When about eight miles above Haines Mission he was stopped by several Indians and make to return. He came back to Haines Mission and got two more men and these three started up the river in a boat armed with Winchesters. They were not stopped by the Indians but proceeded on up the river. Last Sunday about half a dozen men were sent up to build a trail and when about eight miles from Haines they were stopped by about twenty armed Indians, who refused to allow them to go to work. Not wanting to have any trouble the men returned to Haines Mission and the troops were sent for."

Mr. Gardiner did not know anything about the rumor, that someone is inciting the Indians against the whites, but he said that it was no doubt the cause of the recent trouble.

AMERICANS NOT AHEAD IN PLANING WOOD.

The subject of working smooth surfaces is one of paramount interest in the United States at this time, and should have the serious consideration of manufacturers of joiners' materials who desire to found an export trade, now to some extent established, in doors, sashes, blinds and other things that can be smoothed by sand-polishing machines.

The main articles of export trade should be mouldings, floorings, ceiling and covering boards for painting or other finish, but the present method of planing in America does not produce material that can compete with European mills, such as there are in Sweden and Norway, and as these people have drawn extensively upon American practice in the finishing class of machines, such as those for mortising, tenoning, irregular moulding, turning and so on, it would be fair and an easy matter to procure their illustrations of joiner work for portable buildings, doors, sashes, and the like. Of course, there would have to be, to some extent, a new adaptation of machines and processes. A French window, for example, is hinged at the sides, with a weather-proof overlap between the two sashes, which are made much longer than in the United States. The doors are heavier, longer and differently made. German styles are different from these again, but the prices paid for such work are much higher than in America, and warrant the expense of special designs.—John Richards in The Engineering Magazine for May.

The Danube Returns Home

Arrivals From Dawson With Snug Fortunes—Northern Navigation.

Atlin Trail in Impassable Condition—The Liquor Difficulty.

An interesting budget of Northern news was received yesterday through the arrival at 4 o'clock in the afternoon of the C. P. N. steamship Danube, Capt. Meyers, from the gateway cities of Lynn Canal. The ship left Skagway on Thursday, made the trip in 80 hours actual steaming and made four calls en route, one at Lowe Inlet to land some machinery and the others at Alert Bay, Comox, and Departure Bay. The passengers were not many in number, but were representative, two from Dawson—T. Hall and H. J. Cameron—having $35,000 in dust and drafts. H. A. Munn from Bennett, J. Borrell from Log Cabin, A. Best, H. Blunt, R. L. Kwarl, B. W. Hain, C. Tory, T. Boby, Wm. Kline, J. S. Byrn, Jos. Harbridge and D. G. Phillips.

The officers of the ship say the Northern trails are now in very bad condition and they report that navigation on the lakes is expected to be commenced by May 15. The liquor difficulty at Skagway Purser Bishop states is a thing of the past, Collector G. L. Andrews having done everything in his power to facilitate business. As a result the liquors piled up in the warehouses at Skagway have been shipped on to their destination, not a particle of it being left on the wharves. In this connection the following communications to Collector Andrews will be of interest:

Tagish, April 21, 1899.

Collector of Customs, Skagway: Sir—I beg to inform you that in compliance with orders received from Ottawa, American convoys will be allowed to accompany bonded goods through to Log Cabin, as long as the Canadian customs officials are stationed at that point.

Yours truly,

Z. I. WOOD, Supt.,
Commanding Tagish District.

Telegram from Lake Bennett, dated April 24th, as follows:

Collector of Customs, Skagway: Your convoys will be allowed to accompany bonded goods to Log Cabin while our customs officers are there.

SERGEANT PULHAM.

Charles Sengfelder of Atlin arrived at Skagway the day previous to the Danube's departure and the Daily Alaskan in publishing an interview with him has the following to say:

"From Atlin City Mr. Sengfelder went up on Spruce creek where he owns No. 99 below discovery. Somebody had cut the timber off his claim and carried it away. Mr. Sengfelder says if you cut timber on a man's claim and get it off before he stops you it is all right and the Mounted Police won't interfere. On his claim he had enough timber to make all the lumber needed to work the claim, but now it will have to be purchased from some adjoining claim at a very high price. Nothing was being done on Spruce creek. The men were afraid to spend money building sluice boxes for claims which might at any moment be taken away. A man came along and offered to buy his claim and Sengfelder sold it to him for $800, $400 down and $400 on time. He considers he got a very big price as there are no sales being made. He had property up on Birch creek, but the snow is so deep up there that you have to wear snow shoes, and he concluded not to go up. He says that there is no trouble in the district from claim jumping, but a great deal of trouble is caused by men who recorded on claims belonging to others and who come outside and sell the record. Mr. Sengfelder says that Gold Commissioner Graham is very fair in all his dealings and gives Americans some show to get along.

"There is not any work being done on any of the creeks and every one seems to be waiting for some one else to begin. Many think that the claims will not turn out as they were expected to. The sanitary condition of the district is being carefully attended to by the Mounted Police under Major McKenna. They made one of Mr. Sengfelder's friends, a man named Finn, shoot a horse that was sick and refused to allow him to sell it for dog meat. All dead animals and anything that might prove detrimental to the health of the city is being burned. Many people who intended to build in Atlin are waiting until the government auction on the 15th of next month when all the property will be sold and a man may possibly procure a title to his lot. The purchaser of the property will have to pay the owner of said property for any improvements on it, but it is though that all property which has been improved at all will be bought by the original holder. Speaking of the notices recently posted by Commissioner Graham Mr. Sengfelder said that these notices simply ordered all miners who have taken gold out of their claims to report on or before the 21st of April and pay the royalty on whatever gold they may have taken out. This output will not reach very large figures for the only places that have been worked at all are where the sun has melted the snow sufficiently to allow work to be done.

"He left Atlin City four days ago and passed many people on the trail going in. He saw Thomas Luke at the portage and he looked very thin and weak and was going to Atlin City as soon as he was able. Coming out the trail was very bad. There was twelve inches of water on Taku lake and Mr. Sengfelder counted fourteen dead horses along the side of the trail going over the lake. This side of Golden Gate the trail is full of ruts which are full of water. He met W. A. Reid of Skagway, who had tramped about 110 miles from Bennett, and who was in a great hurry to get in and make affidavit as to his being the original locator of his claim. When told by Mr. Sengfelder that this was not necessary he went on his way feeling better. He met John Stanley, who was coming up from Tagish where he had been to record some claims. At Cariboo Crossing the ice has broken and you are compelled to go along the bank. This is an easy matter here as the beach is not rocky, but up at the lower end of Lake Bennett, where the ice is also broken up and the bank is a mass of rocks, it is a different matter. Here he met Schaffer, formerly a milkman in Skagway, who was taking in some grain and Mr. Sengfelder does not think he will get the grain in. Bennett is breaking up, but it is liable to be two or three weeks before the water rises and takes the ice out. Tagish lake is the only lake that has not commenced to break.

"Coming from Bennett to the summit Mr. Sengfelder says the trail is terrible. Horses sink almost out of sight any place on the road. The packers do not now agree to take goods through, but only as far as they can. The Red Line Transportation Company is taking goods down the railway road grade to Bennett and has men at work building wagon roads around the places where the bridges are not yet put in. This is practically the only way to get to Bennett now. All the way out Mr. Sengfelder says that he saw much sickness. The men are compelled to eat snow to quench the thirst, and this soon leads to cold and pneumonia. On the trip in he passed the body of Floyd at Otter lake as it was being brought out on a sled. Mr. Sengfelder is an old friend of Floyd, and did not know it was Floyd's body that he passed until it had been taken by."

DEMAND FOR PROHIBITION.

Methodist Congregation in Saanich Passes a Strong Resolutioin.

The following is a resolution which was passed almost unanimously by the Methodist church congregation of Saanich on the 16th and 23rd of April:

Whereas, parliament called for a plebiscite in this Dominion on the question of the prohibition of the liquor traffic, with the following results:

1. The people taking the opportunity in good faith polled "a large vote under the circumstances" as admitted by the Premier, that is to say, 44 per cent. of the electorate, which is large as compared with the percentage usually polled on questions or by-laws submitted to the electors when no other election is being held, resulting in a majority of nearly 14,000 for prohibition, or carrying 128 constituencies for and 85 against prohibition.

2. In Quebec, the only province giving an adverse vote, the vote against prohibition was mainly French-Canadian and evidently actuated by some other motive than favor for the liquor traffic, or or desire for strong drink, for only about one-third of the rural municipalities had liquor licenses issued in them last year.

3. Outside of Quebec province the poll for prohibition was 28 per cent of names on voters' lists, whereas the Liberal party in 1896 had only 25 per cent. Again more than five persons voted for prohibition for every three against it; and 120 constituencies were carried for prohibition while only 28 were carried against it, the average majority in each case being much greater on the side of prohibition.

4. While the vote in Quebec was over four to one against prohibition, that in all the remainder of the Dominion was in favor of prohibition as follows: Prince Edward Island gave nearly nine to one; Nova Scotia over six to one; Manitoba over four to one; New Brunswick nearly three to one; Northwest Territories over two to one; and British Columbia nearly five to four.

Therefore be it resolved, that we do most earnest uphold the "Dominion Alliance" in its attitude concerning present parliamentary duty in the matter referred to, in response to the expressed will of the people of this Dominion; and we feel that the Dominion parliament would be acting as traitors to the country and triflers with the electors if they utterly ignore the voice of the interested electorate, and especially of the remarkably large majority outside of Quebec province, particularly since the cost and evils of the pernicious liquor are by no means confined to the willing supporters of the liquor traffic.

REPORTED BIG STRIKES.

Six Thousand Dollars in Gold Taken From a New Discovery In Atlin.

Skagway papers received by the steamship Danube yesterday contain news of two fresh gold strikes. A letter dated Atlin, April 17, from Capt. Wm. Fallon published in the Budget says: "On April 6, as I was on my way into Atlin, we camped on the Fantail trail about eight miles from Log Cabin. There were five in our party, and while looking around for water I discovered a small creek. In cutting through the ice to get water I struck gravel, and with a hand disk washed out several colors. I staked the discovery claim of 1,000 feet and named the stream Fallon creek, after myself."

A wonderfully rich strike is also reported on Wright creek where, it is said, $6,000 in coarse gold was taken from a creek in a little over four days.

A series of robberies have lately been committed at Skagway. Over $400 in cash and a check for a large sum was taken from a man who was foolish enough to visit apartments over a saloon on Holly street. The cash is gone, but payment has been stopped on the check, which was payable at the Canadian Bank of Commerce.

Joseph Canta arrived at Skagway from Seattle last week with fourteen cows and eight calves, which he is taking to Dawson to furnish milk for the hospital. He expects to walk the cattle down to the foot of Lake LaBarge, where he has five men at work building a scow, and when the river opens will float them down to Dawson City. Mr. Canta's principal object is to supply the hospital in Dawson with fresh milk and then, if he has any to spare, he will sell it to individuals.

A man named Victor Berdone was found dead in the Log Cabin hotel on April 19. The man was known by few in the North. The Skagway-Atlin Budget states that Skagway will shortly have a Methodist college erected within its limits, Rev. J. J. Walker, superintendent of Methodist missions in Alaska, having arrived in the town for that purpose.

At a recent meeting of the miners in the Atlin district it was also decided that legal placer claims shall comprise 20 acres, and shall not cover more than 1,500 feet in length. Each claim must be represented for a period of 20 days' actual work on each claim, or $100 worth of work. Said representing to be applied at any time between May 15th and September 15th.

A count kept by the police at Lake Tagish places the number who came out of the Klondike country during February and March at 500, 200 less than the number who went in. It is further announced from Tagish that the law compelling all entering the country to have money and a year's supplies, is being rigidly enforced.

MONDAY'S LEAGUE BALL.

At Baltimore—Baltimore, 1; Boston, 0.
At New York—Called end 10th; darkness—New York 8, Philadelphia, 8.
At Pittsburg—Pittsburg, 5; St. Louis, 7.
At Washington — Washington, 6; Brooklyn, 7.
At Cleveland—First game—Cleveland, 1; Louisville, 0; second game—Cleveland, 1; Louisville, 2.

A gardner in Sedalia, Mo., has a horse 40 years old.

A Dawson News Budget

Robbers Decamp With Safe and Contents From Circle City.

Contract Let for the Completion of Dawson's Drainage System.

Dawson advices to April 16 were received through the arrival of the Danube yesterday.

Alex. Bielenberg, president, and J. K. Leaming, secretary of the Yukon Hot Blast Mining Co., arrived in Dawson on April 9 with six horses and a quantity of machinery 37 days from the coast.

A couple of men from Forty-Mile district reached the Yukon metropolis on the same day and reported travel between that point and Dawson extremely dangerous. One of the party broke through the ice and lost his sled and load.

Edas Gulch was staked early in April, one hole having been sunk to bedrock, and a prospect found of $1.20 in five pans.

H. C. Copeland left Dawson on Sunday, April 9, with the last consignment of Nugget Express mail and articles, which he will undertake to bring over the ice this season.

Chas. E. Pritchard died at his cabin on the left fork of Bear creek early in April. He leaves a wife and family living in California.

Plans for a new post office for Dawson have been prepared and work on the building is to be commenced in the spring.

Particulars of the robbery of the Alaska Commercial Company's store at Eagle City on April 4 were received by the Danube. The store was left locked and parties unknown visited it at night, loaded a small steel safe on a sleight and with it decamped. The safe was hauled some four or five miles up the river and there left with the hinges knocked off and its contents, amounting to about $2,500, including $1,400 in gold dust, taken. Word was despatched at once up and down the river and next day two suspects were seen crossing the boundary heading toward Dawson. At the Alaska Commercial Company's wood camp some 20 miles below Forty-Mile an ambush was laid for them with the result that one was captured.

Information also comes from Circle City of the formation of a miners' union to maintain a standard of wages. These, it was decided, should be $1 an hour for work done on the creeks, the rate to apply also to the unloading of vessels.

The contract for digging a series of ditches to constitute Dawson's drainage system has been let to Davidson & Matthews, whose bid was $3.30 per cubic yard. The contract is to be completed by May 15, the forfeit being $100 for each additional day. The whole work can be done, according to the estimate of Engineer Beck, for $5,000.

James Church McCook has brought suit for the recovery of $5,000 for damages sustained through the publication of articles concerning him on 18th and 22nd of March.

News comes of a new strike on Tulare creek, a stream flowing into the Yukon about 116 miles south of Dawson. An arrival at Dawson, who joined in a stampede to the place says he saw a $60 nugget taken off Discovery claim.

This summer will see the introduction of a new method for extracting gold dust from the frozen hills of Klondike. It consists of blasting the frozen earth and then running the chunks into a stamp mill where it will be crushed fine and made ready for the sluice boxes, thus doing away with the slow process of "thawing down." The new plant is being introduced by A. B. Williams, who is now having hauled over the ice for the purpose a 20-stamp mill and a 30 horse-power engine and equipment.

ROSSLAND.

Last Thursday R. Marpole, general superintendent of the Pacific division of the Canadian Pacific railway, arrived here with Mr. H. J. Cambie, chief engineer of the Pacific division. They were here on a general tour of inspection, and particularly in reference to broadening the gauge of the Columbia & Western between here and Trail. Mr. Cambie said to the Record: "The work of widening the gauge began yesterday, and will be vigorously pushed until it is completed. The grading is practically all done, and we expect to have the track laid by the last of May, when we will be prepared to give Rossland a much better service." When asked about the depot building he said: "Two sets of plans have been sent to headquarters at Montreal for selection and approval, and as soon as they are returned work will commence. The question of title, however, which is not in my line, I understand is in a fair way of settlement."

Mr. Marpole, Mr. Cambie and Local Engineer A. C. Dennis left for Trail on foot, and Mr. Cambie said they would follow the track and walk all the way. Taking into consideration that Mr. Cambie is 60 years old and the distance is between 13 and 14 miles, it might be considered quite a fete, but he referred to the trip as a mere trifle. He says he has recently made 50 miles a day on a railroad bicycle, doing all the propelling himself and stopping to inspect every bridge and culvert.

Death has removed Mrs. Mary Davis, wife of J. J. Davis, one of the Kootenay hotel proprietors.

August Bross was severely hurt in the Le Roi mine at 4 o'clock the other morning. He was setting a fuse at the top of the drift, and the lighted powder fell upon the fuse below. Bross saw the danger, and had time to run for a distance of 40 feet when the blast went off, and thus escaped with his life. As it was, he was struck in the back by a large piece of rock. He was carried to his home in a wagon. The accident will lay Mr. Bross up for a couple of weeks.

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Makes the wagon pull easier, helps the team. Saves wear and expense. Sold everywhere.