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e Given Northern
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McBride.

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Company With
F. Green.

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Outlook for
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Page Three.)

NOTICE.

Sixty days after date, "The Skeena Development Syndicate, Ltd., intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described land:

Commencing at a post planted at the N. W. corner of Lot 188, Range 5, Coast District, Skeena River, B. C., thence North 20 chains, thence East 40 chains, thence South 20 chains, thence West 40 chains to place of commencement.

June 27, 1905.
JOHN STINSON,
jy29 Agent.

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situate on the north shore of Ootsa Lake, about 30 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked H. Anderson's S. E. Cor., thence north 80 chains; thence west 40 chains; thence south 80 chains more or less to the lake; thence easterly along the lake about 40 chains to the place of beginning.

June 10, 1905.
H. ANDERSON.
jy11 A. E. Steele, Agent.

NOTICE is hereby given that 30 days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated in Cassiar District, British Columbia:

Tract No. 1. Commencing at a post on east shoreline of Bear River, two miles above its mouth, marked Victoria Lumber Co.'s S. W. Corner, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south, to place of commencement, containing 640 acres more of less.

Tract No. 2. Commencing at a post 20 chains east of and 3 miles above mouth of Bear River, marked Victoria Lumber Co.'s S. W. Corner, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains, to place of commencement, containing 640 acres more or less.

Tract No. 3. Commencing at a post on north shore of Skeena River, 2½ miles east of Graveyard Point, marked E. J. Palmer, South east (S. E.), thence north eighty (80) chains, thence west eighty (80) chains, thence south eighty (80) chains to north bank of Skeena river, thence in an easterly direction along north shore of Skeena river to place of commencement, containing 640 acres more or less.

E. J. PALMER,
J. C. Hunt, Agent.
June 15, 1905. au2

NOTICE is hereby given that 30 days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following lands, situate in Range V., Coast District, British Columbia:

Tract No. 1. Commencing at a post 100 chains east and 80 chains south of Graveyard Point, Skeena River, and marked J. Palmer. Northeast (N. E.) Corner, thence south eighty (80) chains, thence west eighty (80) chains, thence north eighty (80) chains, thence east eighty (80) chains, to point of commencement, containing 640 acres more or less.

Tract No. 2. Commencing at a post on south shore of Skeena river, 2¼ miles below Graveyard Point, marked E. J. Palmer's (N. E) Northeast Corner, running thence south eighty (80) chains, thence west eighty (80) chains, thence north eighty (80) chains, to Skeena River, thence in easterly direction along south shore line of Skeena River to place of commencement, containing 640 acres more or less.

Tract No. 3. Commencing at a post 20 chains east of and 4 miles above mouth of Bear River, marked Victoria Lumber Co.'s S. W. Corner, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains, to place of commencement, containing 640 acres more or less.

VICTORIA LUMBER CO.,
By E. J. Palmer.
J. C. Hunt, Agent.
July 6, 1905. au2

NOTICE is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described land:

Situate on Graham Island, in the Queen Charlotte Group of Islands, in the Province of British Columbia: Commencing at a post planted at the point of intersection between the Southerly line of the land herein described and the Easterly line of the land staked and applied for by John Taylor at a point on said Easterly line, distant about one-third (1-3) of a mile North from John Taylor's initial post, on the shore line of Tar Bay, and marked "Initial Post." Southwest corner of Coal Petroleum Claim, "containing 640 acres, located the twenty-first day of July, 1905. Elliot S. Rowe, Locator," thence running North one mile, thence running East one mile, thence running South one mile, thence running West one mile to the point of commencement.

Dated this 14th day of August, 1905.
au16 ELLIOT S. ROWE.

NOTICE is hereby given that 30 days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situate in Range V., Coast District, British Columbia:

Commencing at a post on Big Slough, one mile north from Hocsall River and about seven miles from Essington, marked E. J. Palmer's Southwest (S. W.) Corner, thence north eighty (80) chains, thence east eighty (80) chains, thence south eighty (80) chains, thence west eighty (80) chains, to place of commencement, containing 640 acres more or less.

E. J. PALMER.
June 26, 1905. J. C. Hunt, Agent. au2

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on the north shore of Ootsa Lake, about 20 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked A. E. Steele, S. W. Cor., thence north 80 chains; thence east 40 chains; thence south 80 chains more or less to the lake; thence westerly along the shore of the lake about 40 chains to the place of beginning. This land is west of and adjoining J. G. Steele's land.

June 7, 1905.
jy11 A. E. STEELE.

NOTICE is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described land: Situate on Graham Island, in the Queen Charlotte Group of Islands in the Province of British Columbia: Commencing at a post planted at the point of intersection between the Southerly line of the land herein described and the Westerly line of the land staked and applied for by John Taylor at a point on said Westerly line distant about one-third (1-3) of a mile from the Northerly shore line of Tar Bay and marked "Initial Post," "Southeast corner of Coal Petroleum Claim," containing 640 acres, located the twenty-first day of July 1905. "J. Sluggett, Locator," thence running North one mile, thence running West one mile, thence running South about seven-eighth (⅞) of a mile to the shore line, thence running in a Southeasterly direction along and following the shore line about one-eighth (⅛) of a mile, thence running East to the point of commencement.

Dated this 14th day of August, 1905.
au16 J. SLUGGETT.

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on the north shore of Ootsa Lake, about 20 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked J. G. Steele, S. W. Cor., thence north 80 chains; thence east 40 chains; thence south 80 chains more or less to the lake; thence westerly along the shore of the lake about 40 chains to the place of beginning. This land is west of and adjoining J. Hinkle's land.

June 7, 1905.
J. G. STEELE.
jy11 A. E. Steele, Agent.

B. C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

NOTICE IS HEREBY GIVEN that sixty days after date we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase Lot No. 202, Rupert District, containing 240 acres.

Victoria, July 3, 1905. GRANT & LIPPY. jy5

Thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following lands:

Situate on Coal Creek, at the headwaters of the Morice River, in the Skeena mining division.

Commencing at a post marked E. R. C., southeast corner, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains, to point of commencement.

July 20, 1905.
E. R. COX.
au15 F. M. Dockrill, Agent.

Thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following lands:

Situate on Coak Creek, at the headwaters of the Morice River, in the Skeena mining division.

Commencing at a post marked W. R. D., southwest corner, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains, to point of commencement.

July 20, 1905.
W. R. DOCKRILL.
au15 F. M. Dockrill, Agent.

Thirty days from date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following lands:

Situate on Coal Creek, at the headwaters of the Morice River, in the Skeena mining division.

Commencing at a post marked F. M. D., north-east corner, thence west 80 chains, thence south 80 chains, thence east 80 chains, thence north 80 chains, to point of commencement.

July 20, 1905.
au15 F. M. DOCKRILL.

Thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following lands:

Situate on Coal Creek, at the headwaters of the Morice River, in the Skeena mining division.

Commencing at a post marked P. W. Northwest corner, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains, to point of commencement.

July 20, 1905.
P. WHITE.
au15 F. M. Dockrill, Agent.

TIMBER PERMIT

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, viz.: Post planted at N. E. corner marked H. A. B., thence running south two miles, thence west one mile, thence north one-half mile, thence east one-half mile, thence north one-quarter mile, thence east one-quarter mile, thence north one-half mile, thence east one-quarter mile to point of commencement, located four and one-half miles east of Snout Point, on Toby Inlet.

Dated July 22, 1905.
jy21 H. A. BULL.

NOTICE

NOTICE is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for pastoral purposes, situated about five miles northeasterly from the east end of Stuart Lake, Coast District, British Columbia, the following described lands, viz: Starting from a post marked "J. L. T. N. W." thence astronomically east forty (40) chains, thence astronomically south fifteen (15) chains, thence astronomically west forty (40) chains, thence astronomically north fifteen (15) chains to point of commencement, and containing sixty (60) acres.

J. L. TILTON,
By his Agent, J. H. GRAY.
DATE June 22, 1905. au2

NOTICE

NOTICE is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for pastoral purposes, situated about four (4) miles northeasterly from the east end of Stuart Lake, Coast District, British Columbia, the following described lands, viz: Starting from post marked "J. L. T. S. W." thence astronomically north twenty (20) chains, thence astronomically west forty (40) chains, thence astronomically south twenty (20) chains, and thence astronomically east forty (40) chains, to point of commencement, and containing eighty (80) acres.

J. L. TILTON,
By his Agent, J. H. GRAY.
DATE June 22, 1905. au2

(Form F.)
Certificate of Improvements.

NOTICE.

Jersey Lilly Mineral Claim, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near outlet of Anderson Lake, and on right hand side

TAKE NOTICE that Wm. Harrison, Free Miner's Certificate B86040; Sarah M. McDonnell, Free Miner's Certificate B89648, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this Twelfth day of July, A. D. 1905.

WM. HARRISON,
SARAH M. McDONNELL.
By her Attorney in fact, R. J. McDonnell.
jy21

NOTICE is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described lands:

Situate on Graham Island in the Queen Charlotte Group of Islands, in the Province of British Columbia. Commencing at a post planted on the Northeasterly shore of Tar Bay at a point near the mouth of the Creek running into Tar Bay aforesaid and marked "Initial Post. Southeast Corner of Coal Petroleum Claim," containing 640 acres, located the twenty-first day of July, 1905 "J. Taylor, Locator," thence running North one mile, thence running South to the shore line of Tar Bay aforesaid, thence running along and following the Northerly shore line of Tar Bay aforesaid to the point of commencement.

Dated this 14th day of August, A. D. 1905.
au16 J. TAYLOR.

NOTICE is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described land: Situate on Graham Island, in the Queen Charlotte Group of Islands, in the Province of British Columbia: Commencing at a post planted at the Northwest corner of the land herein described abutting on the Southwest corner of the land staked and applied for by Elliot S. Rowe, at a point on the Easterly line of the land staked and applied for by John Taylor, distant about one-third (1-3) of a mile North from John Taylor's initial post on the shore line of Tar Bay, and marked "Initial Post." "Northwest corner of Coal Petroleum Claim, containing 640 acres. Located the 21st day of July, 1905. C. McHardy, Locator," thence running East one mile, thence running South one mile, thence running West one mile, thence running North one mile to the point of commencement.

Dated this 14th day of August, 1905.
au16 CHAS. McHARDY.

SHOT FEMALE POACHER.

New York, Aug. 18.—A Berlin despatch to the Herald says that Baron Speck Von Sternburg, a brother of the German ambassador at Washington, shot a female poacher in mistake for a deer in Count Vosselberg's preserves in Neugattersben. The woman has since died. Baron Sternburg has voluntarily surrendered to the police and has been allowed bail.

Wash greasy dishes, pots or pans with Lever's Dry Soap a powder. It will remove the grease with the greatest ease. 36

Movements of The Big Liners

Manuka Sailed Yesterday For Australia—Shawmut Is Due From the Orient.

Yangtzse's Big Cargo—Indianapolis to Run on Sound Route—Volant Wrecked.

(From Saturday's Daily.)

The steamer Shawmut, of the Boston Steamship Company, is due from Manila and Oriental ports today. She has 600 tons of general freight for this port. The Union Steamship Company's steamer Manuka left yesterday from the ocean dock for Sydney via the usual ports, carrying a full cargo of Canadian products. She had about 2,000 tons of miscellaneous freight, including machinery, lumber, salmon, paper, whiskey, furniture, agricultural implements, etc. At the ocean dock she loaded 130 tons of salmon and 3,000 sacks of new potatoes from California. The passengers who sailed on the steamer were: C. C. von Arnheim, Dr. Evans, T. Dunn, T. Dwyer, Henderson brothers, F. R. Jaggar and wife, A. Schurr, Thomas Kenan, H. F. Delhill, Major Payne, Mrs. Chisholm, E. G. Jellicoe and wife, Warren Clark Baird, Miss Grau, E. G. White and wife, H. Isenberg and wife, A. Mathes, P. Brier and wife, E. Wood and wife, Stodenhoff, Capt. Robertson, J. P. Wood and two children, A. Sasse and wife, E. Hill, Miss P. Wells, Miss Ballantyne, B. Buchanan and wife, Miss Rodfurne, Mrs. Gibson and daughter, Mrs. Wm. Gill, Miss Waddington, Miss Bell, J. Lothian and wife, J. C. Tate, F. W. Newberry, E. Berry, A. F. Mayer, J. Edwards, J. W. Clough, W. H. Kent, H. B. Wade and wife, Dr. Carlton, Dr. Metcalf, W. T. Walters, M. A. Williams, H. J. Williams, Miss McLeod, Mrs. Peacey and daughter, Mr. and Mrs. Brown, Rev. J. Jack, D. G. Gunn, I. Irvine, A. Peacey, G. Bradley, J. Smealton, Miss Paddison, Mrs. Bruce and Miss D. Kinmer.

The Yangtzse of the China Mutual line will not pass out from the Sound for Liverpool via the Orient today, she having been delayed by the arrival of extra freight. The cargo of the steamer is valued at $656,588. There is a perceptible falling off of freight for Chinese ports in the shipments by the Yangtzse. This is due to the boycott instituted by the Chinese against United States goods.

A large shipment of salmon is in the Yangtzse's cargo. This is 1904 pack. It consists of 27,218 cases, valued at $108,554, and goes to Liverpool, London and Penang. In value, domestic sheetings and flannels comprise more than half of the cargo's total. Their worth is $314,101. In lumber the Yangtzse is taking as much as an average windjammer would carry, the value of this export being $9,065. Railroad material adds $21,928 to the value; flour, $29,500; tallow, $8,940, and manila board $4,040. There is a considerable shipment of newsprint paper to Japan and China, totaling $9,709 in value. One of the most valuable portions of the cargo is the herd of thirty-three blooded horses. For London there are eleven bales of sealskins worth $17,800. There are also household goods, naval stores, personal effects and many other articles of export. A somewhat gruesome entry on the manifest is "one case of Chinese corpses, no valued". This shipment was received at Victoria, and is simply another indication of the tenacity with which all Chinamen cling to the ancient superstitution that their bones must be permanently buried in the native land.

The steamer Keemun, which has been delayed in the Orient, will leave Yokohama tomorrow for this port, according to advices received yesterday by Dodwell & Co. She was delayed owing to the congestion of freight at Japanese ports and the scarcity of workmen.

The steamer Kanagawa Maru, of the N. Y. K. line, Capt. J. W. Wale, will sail today for Japanese ports with 7,000 tons of general cargo and a small number of passengers. Cotton, structural steel, flour and various small shipments of American products make up the balance of the Kanagawa's freight. The Kanagawa will carry fifteen cabin passengers, who will arrive in Seattle from the East in time to leave on the steamer. Among those who are going to the Orient are Capt. K. Miyaka and Lieut. Makoto Saito, who are on their way to Yokohama from Liverpool. J. Graham and family and Miss Jewell are passengers from Chicago.

INDIANAPOLIS COMING.

Reported that Fast Lake Steamer Will Run Between Victoria and Seattle.

The steamer Indianapolis, a 19-knot steamer now operated on the great lakes, is to be brought to Puget Sound by the Puget Sound Navigation Company for the Victoria-Seattle route. The Port Townsend Call says the unprecedented record in passenger travel has induced the company to secure a faster steamer. The Call says:

"Since the company reached the decision mentioned, a lookout has been kept for a suitable steamer. None was to be found on this coast and the Atlantic offered little that would answer. On the great lakes the company's emissary found a steamer calculated to fit into the niche here on the Sound to a dot. The steamer in question is named the Indianapolis, now running out of Chicago on a 17-knot schedule. This vessel is less than a year old, is built entirely out of steel and is fitted with 1,500 horsepower engines driving a single screw. The Indianapolis is 180 feet in length, beam 32 feet. She is built along the latest approved speed lines, and, as stated above, is capable of maintaining nineteen knots. Her advent on the Sound will give the Puget Sound Navigation Company the fastest vessel on the coast with the only exception of the Princess Victoria, which is credited with twenty knots or better.

The part of the announcement which will prove of the greatest interest to the people of Port Townsend is the fact that the vessel will make this port her headquarters and will, in the main, confine her route to the run between Seattle and Port Townsend. Mr. Tibbals stated that the Indianapolis will lay here nights, leaving this port for Seattle in the morning and making two round trips daily, negotiating the distance each way in a few minutes over two hours. The Indianapolis is a daylight boat, no staterooms being provided. Instead she has all the advantages offered by up-to-date boats of this class, the passengers having every opportunity for observation from the elegantly appointed cabins.

While the deal for the purchase of the Indianapolis has not been fully closed, but a few minor details remain to be adjusted before the vessel exchanges ownership. If nothing interferes with the closing of the deal the vessel will leave the lakes on her long voyage around the Horn to this port not later than September 15th. It is calculated that she will make the trip, including stops for coal, in three months. Upon arrival she will be placed in dry-dock for cleaning and repairs and will first be seen on the route between here and Seattle at the beginning of the next summer season.

REDUCED WHEAT RATE.

Oriental Lines Make Same Rate for the Carriage of Flour.

A reduction of $1 a ton in the freight rate on wheat shipped from Puget Sound to Japanese ports has been announced by the steamship companies operating between these points. To Shanghai the rate is reduced from $5.50 a ton to $5. Heretofore the rate to Japanese ports on wheat has been $5 a ton. The reduction was announced yesterday and goes into effect immediately.

Late in July the Oriental steamship companies announced a reduction of $1 a ton in the flour rate to the Orient, giving as the reason competition offered by Australian flour and the cheap rates made by the tramp steamships. This reduction went into effect August 15.

The reasons for the reduction in the wheat rates are said to be the same as those prompting the reduction in the flour rate, and the agreement between the various steamship companies to maintain the new figures holds only during the balance of the present year.

VOLANT IS WRECKED.

Schooner is a Total Loss in Vicinity of the Kuskokwim River.

Word has been received at the Merchants' Exchange of the wreck and total loss of the schooner Volant, near Kuskokwim. She was bound from that port to Puget Sound, when she ran on the rocks and quickly broke up. Her crew was rescued. The schooner Volant sailed from Kuskokwim, Alaska, for Port Angeles, July 11. The Volant was built in 1883, and was owned by H. C. Lassen, of San Francisco. Her capacity was 164 tons.

TO CALL AT WRANGEL.

Princess May Will Carry Hudson's Bay Freight on Next Trip.

On the next northern sailing of the C. P. R. steamer Princess May from this port, which is scheduled for August 24, she will make a special call at Wrangel for the purpose of landing about 100 tons of Hudson's Bay Company freight, which is to be shipped from Victoria. This freight will be taken from Wrangel by the Hudson's Bay Company's steamer Mount Royal, and run up the Skeena river as far as Greenville, and thence taken overland to various Hudson's Bay posts in that district. Several passengers will also leave here for Wrangel on the May.

FROM WEST COAST.

The steamer Queen City returned from way ports of the west coast of Vancouver Island yesterday morning, bringing a fair complement of passengers, among them being Professor McMillan and the members of the party of students which has been engaged in botanical work at Port Renfrew for some days past. Other passengers were: J. Thorpe, T. Nelson, J. Freeman, Mrs. McDougal, J. Freeman and wife, J. Ridland, H. A. Bunson, C. Smith, M. Clark, L. Cottrell, J. Pool, Mrs. Plaskett, Capt. Huff, J. Dickinson, L. Wood and Mr. Bailey. The steamer was expected to bring ore from the Gladys mine, but owing to a breakage of the mine's machinery none was shipped. The broken machinery was shipped to Victoria for repairs, and a suspension of work occurred in consequence. Next month heavy shipments of ore from the Alberni canal mine are expected.

SHIPPING MASTER OVERRULED.

British Board of Trade Says Clause of Act Does Not Apply.

The shipping master's contention that a master holding a Canadian certificate could not command the C. P. R. flyer Princess Victoria because she was registered at London, England, as a British vessel has again been repudiated, this time by the board of trade in London, England, which, when appealed to, upheld the decision of Mr. Gourdeau of the marine department, who overruled the recently appointed shipping master in Victoria. The board of trade said the section of the merchants' shipping act under which the shipping master refused to sign on the Canadian skipper did not apply to the steamer Princess Victoria. This was the position taken by Capt. J. W. Troup, of the C. P. R. S. S. Co., when the shipping master refused to sign on Capt. J. W. Hickey some weeks ago, when it was decided to transfer Capt. Griffiths to the Charmer, and the C. P. R. superintendent's position was upheld by Mr. Gourdeau, who write to his subordinate in Victoria stating he was in error, and now the British board of trade has also held against the ruling of the local shipping master.

BABY ECZEMA.

"My daughter was afflicted with eczema from when three weeks old. Her entire face and head were raw, and she was in awful distress. When doctors failed we began the use of Dr. Chase's Ointment, which has entirely cured here, and she has never had the least symptom of the trouble since."—Mr. Patrick Sullivan, Welland, Ave., St. Catharines, Ont.

FAILED TO IDENTIFY.

Plymouth, Mass., Aug. 18.—The Chicago man who came here from Brockton today failed to identify George L. Marsh, the man wanted in Chicago in connection with the murder of Wm. Bate in November last.

YELLOW FEVER SITUATION.

New Orleans, Aug. 18.—New cases of yellow fever in New Orleans since 6 p. m. Thursday, 14; total to date, 1,237; deaths today, 1; total deaths, 181. The low death rate from yellow fever in New Orleans is gratifying. Malaria continues to be mixed with the yellow fever list that is reported daily.

BRIGHT EYES.

Lend an Irresistible Charm to Every Face.

Clear, sparkling eyes make the plainest face beautiful. The eyes cannot be bright if the body is suffering from blood poisoning. Many people suffer from blood poisoning and do not know it, but they show it by their dull eyes, grey or sallow complexion and faded appearance. Constipation poisons the system. Instead of the blood taking up wholesome nourishment in the intestines, it absorbs the poisons which the bowels have not gotten rid of. The blood deposits these poisons wherever it can, which accounts for the dull eyes, pimples and headaches. Ripe fruit is Nature's remedy for constipation. Fruit acts on the bowels and makes them move—acts on the liver and causes more bile to flow, which is the natural purgative,—acts on the kidneys—acts on the skin and clears it and beautifies it. An Ottawa physician has discovered a process for combining the juices of oranges, apples, prunes and figs—and then by forcing into the united juices an additional atom of bitter from the orange peels, a new and very much stronger fruit is produced. The fruit extract is made into tablets, with the addition of tonics, and sold under the name of "Fruit-a-tives" or "Fruit Liver Tablets." These little tablets are easy to take, have the gentle fruit action and are a positive cure for constipation, biliousness, headaches, kidney and liver disease and all blood impurities. "Fruit-a-tives" are recommended by able physicians everywhere. For sale at Druggists 50c. a box or 6 boxes for $2.50, or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

Conditions in the Yukon Country

T. J. Brown of Bonanza Creek Gives Interesting Account of Dawson.

Tanana Camp Much Over Estimated—Many Men Are Returning.

F. J. Brown of Bonanza Creek, Dawson, on a pleasure tour through the United States and Canada, is in the city, staying at the Dominion hotel. Mr. Brown is a native of New Zealand, where he resided until '97. A prominent member of the Masonic fraternity, Mr. Brown has just presented the grand lodge of Wellington a set of working tools, or gavels, made from the tusks of the prehistoric mastodon, set in gold, in memory of old associations.

Mr. Brown says Dawson is really getting down to a second rate camp. The best of the ground is getting practically worked out. There are, of course, good chances still; but these are the exception rather than the rule. Commercial business has settled down upon a more solid general business. Prices on the whole are now reasonable, and the equalization of supply and demand tends to set things on a natural and normal footing.

House property is still fairly high, and rents are also fairly sustained, though on a much lower level than previously. Owing to the exodus of professional men, and not a few business men, houses are vacant in every direction. Mr. McInnes has created an excellent first impression and has made a good commencement in dealing with the problems before him. In this respect his task is no sinecure, and it will take time and much energy before public matters are placed upon a proper footing after the negligence of past years.

The administration of justice has been conducted in the higher courts upon full and satisfactory lines to all concerned, and Judge Craig is a man looked up to with respect and esteemed by all sections of the community. The officials of British Columbia extraction are looked upon with much favor in all departments by the miners, who find that in the hands of these men their interests are in safer keeping and better understood.

As regards the postal arrangements of Dawson and the district, nothing could be more satisfactory, especially since the postal and telegraph departments have been in the able hands of Mr. Hartnan, whose ability and capable zeal in these departments have effected changes which have brought the department to the present state of perfection.

In regard to quartz prospects, miners generally do not pretend to pure ness this class of mining. Leads seem to be too much broken up with no really defined veins which do not pinch out. The lower levels, however, have not yet been properly prospected, and when heavy machinery, of which there is some on the way now, arrives the mines, backed by sufficient capital, may be expected to give fair results.

Some attention is, however, being directed to the alluvial fields on the Stewart river, from which good results are hoped, though no very great results have yet been chronicled. The railway which is projected, and which is the Canadian, Yorks, and was designed to open up the Stewart River country, is now at a standstill owing to the opposition of claim owners through whose claims the railroad would pass. To the detriment of many who are now working, and of all who anticipate selling their claims later on to hydraulic companies when ordinary placer mining methods will no longer pay.

Mr. Tredgold took a petition round, directed against the railway, and it was signed by almost every miner on the Bonanza creek. Several pretty strong demonstrations were likewise made against the intrusion of the line, and on at least one such occasion the lines were torn up.

As regards the concessions made by the government in the past, they have not on the whole turned out as good as was expected. There are some rich patches; but on the whole, all through they have proved somewhat disappointing, with the exception of the Tredgold, which, though also patchy, has a larger proportion of fairly good ground. On the top of these some what discouraging circumstances comes the fact that this season has been exceptionally dry—the want of water is much felt in all directions and the effect upon the output must of necessity be in some degree marked.

As regards the Tanana camp, on the American side, the general impression is that it has been very much over-estimated. Many of the men are returning to the Dawson camp, and report that only two creeks of the Tanana are showing anything like satisfactory results, though still at the end of four years' prospection the claim owners are still said to entertain high hopes of the ultimate results. The country is difficult and provisions are dear; but it is understood that the American government is taking steps to facilitate the opening up of the country, whilst railway construction is in the hands of private enterprise.

Mr. Brown added that it is eight years since he last visited "Beautiful Victoria", and it is with feelings of the greatest pleasure and satisfaction that he finds himself amongst a community in which he has many friends, and from whom he has received in the past much kindly attention. He likens it to his home in New Zealand, and hopes that it may be his lot in the future to spend many days amongst them under the ideal natural conditions of scene and climate with which this favored spot is blessed.

TALKS ON QUEEN CHARLOTTE ISLANDS

Member of Geological Survey Party Relates Some Recent Impressions.

W. F. Borland, who accompanied Dr. Ells upon his recent survey expedition to the Queen Charlotte group, describes the vicinity of these islands as teeming with an abundance of fish of numerous kind. At present the fishing is entirely in the hands of Americans, who are annually shipping to the United States millions of pounds of fish in American vessels, which seems to show a want of enterprise on the part of Victoria and Vancouver people.

Capt. Bradford and Mr. Code, who are located on the northeast corner of Moresby island, are now building a wharf and putting up a cold storage plant and also a sawmill with the intention of going into the fishing industry on a large scale.

The Japanese have sent over a ship for a cargo of fish, but whether they intend fishing themselves or purchasing from others is uncertain. It is rumored, however, that a company of Japanese has been formed for fishing on the northeast coast of Moresby island.

The geological formation of the islands he describes as severely volcanic, and he considers the future of the coal deposits as still problematical. From the isolated position of the islands the difficulty of obtaining shipping facilities and the absence of any official survey and any known harbors available for shipping, the development of the coal and lumber industries in these parts must necessarily be a matter of time, and will require a very large capital.

In fact, the position of today in this regard is that although investigation has established the fact that there is coal on the islands and that what coal has been discovered is of good quality, yet nevertheless the extent of the deposits remains a matter of conjecture and the area still undefined.

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THE RESULT of ignorance and folly in youth, overexertion of mind and body induced by lust and exposure are constantly wrecking the lives and future happiness of thousands of promising young men. Some fade and wither at an early age, at the blossom of manhood, while others are forced to drag out a weary, fruitless and melancholy existence. Others reach matrimony but find no solace or comfort there. The victims are found in all stations of life—the farm, the office, the workshop, the pulpit, the trades and the professions. Nervous Debility and Seminal Weakness are guaranteed cured by our New Method Treatment or No Pay. You run no risk 25 years in Detroit. Bank security.

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LAY TRACT OUT IN FRUIT FARMS

Section of Kootenay District to Be Placed on the Market.

The Sayward estate, consisting of about 1,200 acres at Beaver creek, about six miles southeast of Trail, has been purchased by a syndicate consisting of Messrs. James Hunter, Robert Hunter, Smith Curtis, Langford and S. Lawson of Rossland, and subdivided into thirty fruit farms, says the Trail Creek News. The land covers three miles of river front and is beautifully siuated and admirably adapted to the growing of fruit, for which the Northwest Territories will furnish an inexhaustible market. This was the first land taken up in this part of the Kootenays, having been located by Victoria people about 15 years ago.

The land has been laid out into blocks containing about 30 to 40 acres, each block extending from the river front to the railway track.

A reserve for a road or boulevard about three miles along the river front has been made and other roads have been laid out at convenient distances.

Each block will be furnished with a practically unlimited supply of water to be taken from Beaver creek, about two miles from the Columbia river.

Work has been commenced on the irrigating system. About two miles of the right of way is cleared and about one mile of grading done. There will be about 9,000 feet of flume three feet wide and two feet deep, carrying thousands of water. This flume will empty into a large ditch a mile and a half long and below this there will be about a mile of large wooden pipe. The above constitut