## RIFT IN THE LUTE.

There has been a great change in public opinion since the last provincial elections. In view of circumstances which have transpired and events which have taken place—in view of such legislation and administration as have gone on with respect, for instance, to slipshod measures that are inoperative, and concessions to wealthy syndicates, and with regard to ministers joining companies under circumstances entirely out of accord with their positions—in view of all this, we say that public opinion is largely changing with respect to the administration of the present time. The people are beginning to recognize that Conservatism is moribund and must shortly give up the ghost, although they realize that it will die hard, with its vested interests and ill-gotten gains.

Those who advocate that things should continue as they are, going on in the same old groove, would have us believe that Liberalism does not mean liberty and that Conservatism does not stifle freedom of thought and freedom of action; that Liberalism, in fact, is only another cant phase for democracy and that democracy means only misrule and a pulling down process by the "common people." It is nothing of the kind. It is the government of the people, by the people and for the people. That definition is becoming more generally accepted as the people themselves take a wider and more intelligent interest in politics. Conservatism in this province is government of Turner, by Turner and for Turner.

The principles which have governed the actions of the government have been not in the direction of any benefits to the poor and needy, but to the wealthy, whom they are ever ready to set up in high places. The hungry have not been filled with good things or the rich sent empty away. Ministers have made themselves friends of the mammon of unrighteousness, and have acted entirely inconsistently with their creed or profession. What is wanted are men in whom the people can place confidence, men who recognize that social problems are part of the politics of the day, that the better distribution of wealth throughout the community is one of the great problems a statesman has to consider. There is no one who has any claim on public life, who does not show by his actions that he is above self-seeking, above using his public position for private purposes, and will not devote himself to the public good. We do not wish to use terms which may be called cant, but what we believe is this: That love of country, love of home, strengthened by a cultivated intellect, lies at the root of national greatness and happiness. It is a wonder that the people have not sooner awakened to the facts of the case; the baneful land policy which has robbed them of their heritage; the iniquitous labor policy, which forces them to compete with the Chinese or starve or leave the country; the jobs that have been perpetrated through railway and other monopolies, and such like schemes. We would not speak thus strongly did we not believe we have something to do in bringing about necessary reform in the future, although the past cannot be too strongly denounced. There are many earnest men engaged in the settlement of the country, and they want good and progressive government.

The real policy of this country in the future is one which depends on great principles. The first is that happiness and prosperity shall be made to follow on thrift and industry, that the business of the state is to remove all disabilities in the way of men rising from one position to another. But it is not the business of the state to intervene between folly and want of thrift and idleness and the natural consequences. What is wanted to be done is to give all people a fair opportunity to work. We do not want to help vice or incompetence at the expense of virtue. Our desire is to see the population growing up bound together by ties of concord, and not distracted by class animosities; to see the people growing up with their children living happily and not attempting to wrong each other, without the public being too dependent on the state, with the state making appropriations which are consistent and just, and not dependent upon servile dependence in return.

So we may continue to grow up—for we have great faith in the country in which we live—a people loyal and contented, independent and free, fearing God and honoring the Queen.

## FRENCHMEN NEED ENLIGHTENMENT.

There will undoubtedly be a large rush from Europe in the spring to the Clondyke gold fields, and something should be done this winter to explain to the people of continental Europe that Clondyke is in Canada and that Victoria is the place at which to outfit. That this is necessary is evidenced by the fact that La Soleil, a paper having an immense circulation in France, has spread the impression that the mines are in American territory. In a recent issue La Soleil says that the United States are sending troops to Alaska on account of the rush. Otherwise the paper seems to be pretty well posted on the country. The impression that the mines are in American territory will be corrected by Mr. Lelaire, of Paris, who is spending the summer here. He is sending pamphlets and other information to the editor of La Soleil. Mr. Lombard is also sending information to the French press.

## IT IS TIME THERE WAS A CHANGE.

That the Turner government has failed to conduct the affairs of this province in accordance with the interests of the country—that it is composed of men who are devoted to the enrichment of monopolists and schemers, has been long known to the people of British Columbia; but it seems that our misfortune in this respect is also known to the people of Eastern Canada. The following appeared in the Toronto Telegram under the caption "British Columbia's Need:"

"A few British Columbians appear to have an idea that under some ancient order of the imperial parliament the control of the mineral wealth of the Yukon country is vested in their province. If that theory were a truth the Yukon country would be one wide picnic ground for some gang of alien schemers. The government of British Columbia would transfer all the gold fields of the Yukon to some syndicate in return for its promise to build a railway. It would not be at all necessary for the syndicate to build the railway before it entered into possession of the gold. It would get the gold first, and build the railway afterwards, if ever. It would be nothing short of a calamity if the Yukon country should be brought under the power of the present government of British Columbia. The people of British Columbia realize that the great need of the province is not more territory or more wealth, but rather a government which can take care of the wealth which has not been already presented to private speculators."

The Toronto Telegram "sizes up" the situation to a nicety. We can assure our eastern contemporary, if assurance is necessary, that the people of British Columbia do "realize that the great need of the province is not more territory or more wealth, but rather a government which can take care of the wealth which has not been already presented to private speculators." More than that. The people are tired of Mr. Turner and are determined to be rid of his ruinous administration. They only await an opportunity to pass judgment at the polls to record an adverse verdict. When the opportunity presents itself, it will be "good-bye to Turner" just as it was "good-bye to Tupper" on that memorable day, June 23rd, 1896.

It is time there was a change.

## AN EVASIVE ANSWER.

The Kamloops Sentinel asked the Colonist for bread and reecived a stone. The Sentinel pointed out that accidents due to criminal negligence deprived five or six persons of their lives, and asked why the attorney-general had not set the law in motion to fix responsibility upon and to punish the persons responsible therefor. The subject was a proper one for a newspaper to inquire into and comment upon. An impartial administration of the law is the boast of the Canadian judiciary—the pride of the attorneys-general in every province in the Dominion. The Colonist's answer is that a railway corporation cannot be prosecuted for manslaughter and a case of criminal negligence could not be made out against a company! That is the reason, the Colonist says, why the C.P.R. has not been prosecuted. We submit that this evasion is unworthy of a champion of the government which has repeatedly defied its opponents to point out any dereliction of duty on the part of the ministry. If the Kamloops Sentinel is correct in its facts, responsibility must rest somewhere. If it cannot be placed upon a company which is said to have "no body to kick and no soul to save"—it may be placed upon a company's servants. But the legal mind, trained to subtleties and fine distinctions, declines to see the meaning of the Sentinel's inquiry, and by replying evasively leaves the question unanswered. Probably the attorney-general will appreciate the necessity for a straight answer to a straight question. He is conversant with the facts mentioned by the Sentinel, and in coming to a decision not to prosecute any "person or persons" no doubt he was influenced by what seemed to him to be good and sufficient reasons. The Sentinel wants to know the reasons; so, also, does the Times and the public generally.

## A CHANGE IS COMING.

If the continuous ministry of British Columbia who have misgoverned the country for sixteen years, did not think they have a prescriptive right to "run the show" for another term of office—if they felt there was a hope (and there is none) of their being re-elected—what an incalculable amount of harm might befall us between now and the next elections. A few more foreign syndicates would be encouraged to join "in the swim" of exploiting our mineral wealth; a few more gifts would be bestowed on faithful adherents and friends of the "right color;" a few more government billets formed for poor relations, unable to make a living in the old country and glad to come to a civil service situation in British Columbia, where there is "such awfully good fishing, and 'unting, and golf, and all that sort of thing, don't-cher know;" a few more monopolies would be created; a few more thousand acres of land given away, and other schemes and swindles perpetrated at the public expense; and an additional influx of Chinese would be encouraged to come in and help us in our progress of colonization. All these "unconsidered trifles" would be evidence that these ministers were not afraid of arousing popular feeling to a higher pitch than it has reached already. While there is life there is hope, and the Turner administration is living in hope that it will be re-elected, so that it can go ahead again and do all things according to its own sweet will. A rude awakening is in store for the Turner crowd at the next elections. It is a pity it could not have been turned out long ago, before it wrought such irreparable mischief.

## BRITISH COLUMBIA'S FUTURE.

To say that the province of British Columbia has a more splendid future than any other country on the face of the globe is a pretty broad assertion, yet all those who have been watching the trend of events will readily admit its truthfulness. In extent of territory, in variety and magnitude of resources, in climatic conditions and in every other respect the province naturally occupies a superior position. It has long been contended that all that was necessary to make this vast territory a veritable hive of industry, the home of contented, happy and prosperous thousands—if not millions—was to have the world appreciate the country at its proper value. We in this province are about to see the immediate gratification of this wish. The eyes of the entire world are to-day turned toward British Columbia. The Clondyke "craze," as some choose to term it, is more immediately responsible for having created this world-wide interest. Some idea of the extent to which the "craze" has travelled to the four corners of the earth may be gained when it is considered that almost every publication on the globe, whether printed in the English language or any other, has published the news of the marvellous discoveries of gold in the Yukon district. Now, what does this mean? It means in the first place that British Columbia is being advertised as no country has ever been advertised before; it means, inasmuch as this province is the most splendid field for investment in the known world, the immediate development of our vast resources on a stupendous scale. It means more. The impetus which will be given to every branch of industry consequent upon the inpouring of capital and people can be regarded as equal in value to the natural progress that would be made by the province in five or ten years under ordinary conditions. For one who has the opportunity, as has a newspaper man, of seeing publications from many quarters of the world, these views regarding British Columbia's future are in no wise extravagant or over-sanguine. No one who properly appreciates the situation can fail to be impressed with the conviction that at last the clouds have lifted, and that we are about to enjoy a season of unexampled prosperity.

## CANADIAN BUTTER.

The London board of trade a short time ago requested the board of customs to instruct their analyst to make tests of imported butter, with a view of discovering, if possible, the countries of origin of the adulterated butter which so frequently gets the little tradesman into trouble. The customs officials readily entered upon the task, and found that the Germans and Dutch were the worst offenders. Out of 220 samples from Holland no less than 55 were adulterated. But the German percentage came out even worse, for of 125 samples analyzed 37 were found to be "doctored," thus confirming the suspicions which have for some time past been gathering round the operations of the Hamburg butter factories. Russia, Denmark and Norway were also placed on the black list; but the examinations left the colonies untarnished, Canada proving absolutely honest. As for some time past certain ill-advised people have been attempting to impugn the purity of Canadian butter, this certificate of character from the board of customs cannot be made too widely known. We send the best of everything to the London market, and keep a good deal of indifferent qualities for ourselves. We have seen butter sold in Victoria which would not stand the London test, and which, though sold as "prime," has had a strong suspicion of oleomargarine or other foreign ingredients. But it may have come from the American side, like a good many other questionable things.

The Hon. Clifford Sifton, minister of the interior, will sail for Dyea on September 26 on the Quadra, to personally examine into matters and things connected with the rush to the Clondyke. Mr. Sifton is doing the right thing in the right way. He will see and judge for himself. The minister is to be congratulated for having resolved to make the journey.

The Times calls attention to the condition of the many horses that are being landed here and shipped to Dyea for service on the route through the Chilkoot and White passes. Some are in a deplorable condition, poor, weak and evidently unfitted for hard work. A correspondent pointed out one horse so lame that it could scarcely be urged along. Others are wounded by being imperfectly provided with boxes or stalls on board the Sound boats. Common humanity requires us at least to take care of the animals that render man loyal service, and we should try to preserve them from needless suffering. The Society for the Prevention of Cruelty to Animals has an inspector; he might regularly, during the Clondyke excitement, visit the wharves where the animals are landed, and failing such an inspection, the civic authorities might intervene with good results. Horses and mules, whether intended for Clondyke beef or for pack trains, should be humanely treated.

The Seattle Post-Intelligencer says that if the government tax on gold were called something else but "royalty" Americans might not have such objections to paying it. How unkind of us to wound the sentiments of the modest Yankee with kindly feelings towards our Canadian gold. But he can avoid it all by remaining where he is, in that much favored Puget Sound country, for instance, where the peaceful existence of him who digs clams for a living is not upset by fine distinctions in the use of the Queen's English.

The Columbian says the American fishermen who have received employment on the Fraser during the fishing season number considerably over a thousand. They are now going home with their pockets filled with Canadian money. We do not admire restrictive laws aimed against citizens of the United States, but in face of the alien labor law of that country, and the prohibition of Canadians and others under many of the state mining laws, there must necessarily be a limit to the practice of the Golden Rule on one side of the line while it is utterly ignored on the other. We cannot everlastingly be turning the other cheek.

The Colonist apologizes for an "inexcusable geographical blunder" which made it place Chesterfield Inlet on an arm of James Bay, while it is many hundred miles away, near the entrance to Hudson's Bay. The Colonist editor is a geographer of some local repute and might be supposed to know better; nevertheless the error was one that any mapographer, who has to depend upon other authorities, might fall into. We are all the victims now and then of the inaccuracies of others. At least the Clondykers now at Skagway and Dyea will think so when, surrounded by United States officials, they consult a certain map and find those places are located in Canada. They may "damn the author with faint praise," or in some other way, but they should not do either, as neither will correct what the Colonist might say was an "inexcusable blunder."

In the prospectus of the "Clondyke and Columbia Goldfields Co., Ltd.," published in yesterday's Times, special attention is directed to the British Columbia directorate. These are Hon. J. H. Turner, Premier; the Hon. C. E. Pooley, Q.C., President of the Council, and Mr. Joseph Boscowitz, a gentleman of great business experience and standing in the colony." As the prospectus states, this is a "unique connection" and its importance "cannot be over-estimated." The two first named gentlemen are prominent politically rather than financially, although on the latter score they will undoubtedly strengthen the company, while Mr. Boscowitz is a capitalist and business man, whose presence on the board will inspire the belief with those who know him personally that the company as a business one will be a financial success.

## PRESS OPINIONS.

There is more irritation and resentment in the attitude of the Canadian people towards the United States than we can remember to have existed for a score of years.—Montreal Herald.

Sir Oliver Mowat need not display his usual deliberate methods in regard to enforcing the alien labor law to the full extent. Yankee bluster has gone far enough. We can stand it if they can.—Hamilton Herald.

There was never a time in Canadian history when the cry of "Canada for the Canadians" was more popular than it is now, and when the residents of every section were disposed to make sacrifices, if need be, for the furtherance of our common nationality.—Brantford Expositor.

The situation is indeed regrettable, but Canada did not start the dirty business; she did not strike the first blow, and she will not take the last. * * * Let our Yankee cousins make a note of it: Canada will go on doing business at the old stand, though they build tariff walls a mile high and destroy every bridge and boat along the boundary. We're here to stay.—Hamilton Times.

A stitch in time saves nine in the Yukon district as elsewhere. The prompt measures of organization the government is now taking, before the rush fully sets in, are worth much more elaborate efforts at a later stage. If the Yukon miners get well started in orderly ways, there will be far less likelihood of trouble as their numbers increase.—Ottawa Journal.

It appears that the Liberals of Rossland, at least, are ready for the fray, and are anxious and willing to draw party lines in this province at the next election. If they can succeed in getting the Conservatives to uphold the present government, they will be lucky, and could probably win. But the Conservatives will no doubt object to shouldering the responsibility.—Rossland Record.

The city, however, believes itself to have been shabbily treated. The government, after having received so much money from Rossland, should, it thinks, have been more liberal. Again and again it has importuned the government for money to improve the schools, which were poorly provided for. Representatives were twice sent to government headquarters, and finaly succeeded in getting enough money to hire another teacher and rent two additional school rooms. Worse yet, the city claims that the government collected money for three liquor licenses after the city was incorporated and its by-laws gazetted. The government further got in its work, it is claimed, by collecting many licenses a year in advance, thereby cheating the city out of its lawful revenues. Further than this, the city had no sooner than set its poll tax collector to work, than the government placed its man in the field, and the city's man was forced to withdraw for the very shame of pestering citizens who had already been taxed to death.—Rossland Record.

Can Canada afford a crusade against American laborers?—Buffalo News. Canada can stand anything necessary to assert her independence of her churlish neighbor and her determination to resist boorish treatment. Does the Buffalo News think that Canada is fairly treated by the officious alien labor law curs of that city? Or does it think we should take it all and smile resignedly? It will find that Canadians are not built that way.—Hamilton Times.

Some of the papers are saying that Hewitt Bostock, M.P., should give up federal for provincial politics and head a campaign against Premier Turner. Mr. Bostock is an able man and a worthy one, and would no doubt have little difficulty in coming to the front in any sphere in which he might employ his activities. But what is there so attractive about the politics of British Columbia as to induce a man to resign his seat in the House of Commons?—The Kootenaian.

Hon. D. W. Higgins, Speaker of the provincial legislature, was in town over Sunday. * * * It cannot be denied that he gave evidence of courage of no small degree, when, boldly separating himself from his political friends and associates of many years' standing, he fiercely and strongly accused them of bartering away for a song immense natural resources of untold value and tying up for the benefit of monopolists a section of the province known to be rich in mineral wealth.—Vernon News.

The maxim "put yourself in his place" would be the best guide whether or not an export duty should be imposed. Should the Trail smelter wish to draw its supply of ore from the reservation mines what would be the consequence, especially if those mines were owned by Canadians? Is it likely that it would be allowed to do so and be welcomed as a blessing? Were the United States executive granted the power to impose an export duty at will such a cry would go up that action would be taken in a fortnight to prevent what would be termed an outrage. Are Canadians more docile or less independent than citizens of the United States?—The Rosslander.

# PROVINCIAL POLITICS

### The Government and the Nelson and Fort Sheppard Railway Company.

### How Mr. Turner Potlached to the Company—A Pretty Strong Indictment.

(From the Province, Aug. 21.)

Mr. Justice Walkem, sitting at Nelson in the case of J. L. Parker et al v. the Nelson & Fort Sheppard Railway Co., recently restrained the issue of a crown grant by the Provincial government of certain lands to the railway company. The supreme court, sitting at Victoria, on the appeal of the railway company, set aside the injunction, holding that it had no jurisdiction in the matter. Chief Justice Davie is accredited with having made the remark in open court that despite this decision, which practically untied the hands of the government, no crown grant would be issued.

Whether this significant utterance failed to permeate the precincts of James Bay, or whether the ministry for once decided to ignore the power behind the throne, to kick over the traces and act regardless of consequences upon their own responsibility, we do not know. The fact remains, the chief justice notwithstanding, that the crown grant in question has been issued.

Once more that old reaping—we trust not binding—machine, the order-in-council, unfailing resource of the government whenever the powers conferred upon them by the act of the legislature appeared in the way to restrict or restrain their "potlach" policy towards monopolists, was brought into requisition. Once more the people's heritage was gratuitously given away. Once more the trust reposed in the government was ruthlessly, shamelessly, shamefully abused.

These are strong terms. Let us see whether or not they are justifiable. In 1891 an act was passed incorporating the Nelson & Fort Sheppard railway. In 1892, on the 8th April, to be precise, another act received legislative sanction authorizing the granting of certain lands for and in aid of the said enterprise. It being held expedient to conditionally authorize the grant for a certain land subsidy to the company, power was given the lieutenant-governor-in-council to grant the company lands in West Kootenay, not exceeding 10,240 acres a mile for each mile of railway constructed, upon the condition of their constructing the railway within the time and according to the terms of their act of incorporation, and upon the further condition that they furnish security for such construction. Upon their filing a map or plan to the satisfaction of the lieutenant-governor-in-council showing the course of the line and the lands to be traversed, and upon their depositing $25,000 worth of good and sufficient security, a tract of land was to be reserved from pre-emption and sale, extending sixteen miles on each side of the proposed railway. The company within a year, to quote the act itself, had to define the project, in a manner satisfactory to the chief commissioner of lands and works, upon a plan of the located line of railway, the boundary lines of alternate blocks of land fronting upon each side of the line, and having a frontage of six miles on the railway, by a depth of sixteen miles, so that each block so selected and defined by the company shall be opposite to a similar block not selected by the company on the other side of the railway. Such lines shall be traced to the cardinal points.

So far so good. We take it that nothing could be very much clearer, and that anybody endowed with the most elementary knowledge of the English language can perfectly understand what was meant by the foregoing section. Half a dozen of one and six of the other. Share and share alike. This block for the railway, that for the government, the intention obviously being that the former should not have a monopoly of the land contiguous to the line, and then grind the faces of the poor—settlers. That, at least, was the intention of parliament, but not, as we shall presently see, of its mandatories, the ministry. The government, under guise of the lieutenant-governor-in-council, arrogate to themselves powers which they do not possess, coolly override the express orders of the legislature, do not reserve alternate blocks for the government, but allow the railway company to go where it listeth, to take up such land as it pleases, and, moreover, issue crown grants for the same.

The lands reserved or crown granted to the Nelson & Fort Sheppard railway are clearly shown in the Province series of maps, sheet No. 4, showing West Kootenay southern division; but if anyone doubts the authenticity of that publication, seeing that its name might imply overt hostility to the present government, let him pay a visit to the lands and works department and satisfy himself that our contention is correct by reference to the official records; or if he cannot do that, let him get a copy of the British Columbia law reports as soon as they are published, and study the case just heard. He will learn all about it there, for plans were filed as exhibits, showing that the selections made by the company are precisely as we state them to be. What may be the ultimate result of the Nelson & Fort Sheppard case if carried to appeal in the supreme court of Canada, we are, of course, unable to say. We can merely take an ordinary layman's view of the matter, which is one, we feel convinced, will be shared by the public. To us it is plain as a pikestaff that the government

1. Have allowed the company, in contravention of the terms of the act of 1892, to select land on both sides of the track in contiguous and solid blocks.

2. Have granted to the company in the case of the Rossland section opposite lands on both sides of the track.

3. Have passed orders-in-council authorizing the issue of crown grants for blocks improperly selected, covering nearly all the lands on both sides of the track.

Whether this comes under the head of misfeasance or malfeasance we do not know, but we have not the smallest doubt that if any such scandalous breach of trust as the foregoing had been committed by a private individual he would very soon and very rightly find himself the subject of a criminal prosecution.

The last of this question, probably, has not yet been heard, and in view of all the circumstances it would certainly be wisdom on the part of any who may intend to acquire land by purchase or otherwise from the company to reflect seriously before so doing, for if the government has acted illegally in issuing crown grants it must of necessity follow that the company cannot give a sound title in transferring them.

## CAN CALL AT SKAGWAY.

### Canadian Vessels Accorded the Same Privilege as Americans.

Canadian vessels are to be allowed to land at Skagway as well as at Dyea. On Thursday evening Mr. Thomas Earle, M.P., sent the following telegram:

Victoria, Aug. 17, 1897.

Sir Richard Catrwright, Acting Premier, Ottawa, Ont.:

Deputy collector Dyea will not permit Canadian vessels land freight and passengers Skagway Bay—gateway to White Pass—three miles from Dyea. American vessels do so. All freight and travel going that way. If possible get permission from United States government for Canadian vessels land Skagway Bay. Very urgent such privilege should be secured immediately in interest of Canadian trade and shipping.

T. EARLE.

Yesterday Mr. Earle received an answer as follows:

Ottawa, Ont., Aug 20, 1897.

Thos. Earle, M.P., Victoria:

Am advised officialy by treasury department, Washington, that all vessels may enter at Skagway, and American officials have been wired accordingly.

R. W. SCOTT.

Lord William Beresford, the husband of the Dowager Duchess of Marlborough, is now 50 years of age, and like his brother, Lord Charles Beresford, wears the Victoria cross. He won it in the Zulu war, by carrying to safety, with the help of Sergt. O'Toole, another wounded Irish sergeant under heavy fire of the enemy. Lord William refused to accept his cross till one had been given to O'Toole. All three of the men were Irishmen, and the horses they rode were Irish, too.

Cook (observing her sweetheart corporal while he is cutting up the goose)—How well you carve! (Bitterly.) Now I am sure that I am not your first love.—Fliegende Blaetter.

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BIG PASSENGE

Over Two Hundred Passe ing From Australia Aorangi.

Steam Schooner Mischief Day on the Rock Beacon Hill.

The steam schooner Misc from yesterday evening unt past three this afternoon l on a little group of rocks opp Hill, on which she ran wh from a trip to Sidney yest left for Sydney yesterday n a party of well known Vi board, and during the dark was drawing near the rock old San Pedro was wre Buckholtz got in a little too shore, and suddenly there and the vessel struck, and n ing the fact that every e used to force her forward s hard and fast. The pleasur one of the ship's boats and r This afternoon the tug Van out to her aid, and after a hard work she succeeded in afloat. The Mischief the around to her berth in the in where she is now lying.

The Aorangi, due here next Australia, New Zealand, Fi wail, is bringing from Aus passengers by long odds than carried on a Canadian-Aust since the line has been in From Australia alone there ond-class passengers and 20 engers, with more to be picke other ports of call. It is ju that this large passenger list ed for by the Clondyke gold for Australians are ever ready gold fields. Of the steerage 85 are booked for Victoria a ver, 20 for Portland and Pu ports, 100 for San Francisco eastern points. The Aorang 000 pounds of Australian frei east and 85 tons for Victoria go, like her passenger list, wi to at Wellington, Suva and H

The steamer City of Seatt over this morning the remain of the iron work and machi used in the building of Mr. F. Teslin lake steamer and saw were also many passengers, coming here to await the sai next steamer for the land of g of these brought over their a quantity of supplies, for whic now sorry, as a Portland part morning, they having found have to pay duties and that it cheaper to do as some of the ers did, namely, buy their ou A number of those who cam the Seattle will go up on t and Eugene to Dawson City the Yukon.

The steamer Queen arrive outer wharf about one o'clock ing, many hours after she w ed, and left again for Dyea way shortly after her arrival. delayed on the Sound taking The steamer was crowded, and ers who intended to embark have to await the sailing of steamer, as although they c secured passage, there was no their horses and outfits, and quence they stayed behind. T about fifteen disappointed A amongst them being the two wh going by the Stickeen river a lake route.

The steamer Walla Walla from San Francisco yesterday besides a large complement gers 178 tons of freight con various Victoria houses. She included in this, a large quanti ifornian fruits. Among her were many Clondykers, some sailed on the steamer Queen a are waiting at Victoria until th sails. The City of Puebl southward yesterday evenin large cargo of freight and man ians who are visiting the state.

Messrs. F. C. Davidge & Co. a telegram from Port Angeles t ing announcing the arrival the steamer Eugene, which sails f son City on Wednesday. The will be convoyed as far as St. by the steamer Bristol, which i her way down from Dyea an way Bay to-morrow. Parties o are arriving in the city daily, a large number are here awai sailing of the Bristol and her The Bristol will leave for St. as soon after her arrival as p

This evening the R.M.S. Em Japan will call here on her wa Orient. Among her passeng Chang Hen Huan, Chinese re tive at the Queen's Jubilee, and Ito, the Japanese statesman. pan takes a consignment of flo here for Hongkong.

The R.M.S. Aorangi called at ton, N. Z., on the 15th inst., way to Victoria from Australia lington will be hereafter a regu of call for the Canadian-Au liners.

The steamer Coquitlam arrived from Vancouver yesterday. She this evening for Dyea, calling usual northern ports en route. quitlam will have but a few pas and a small quantity of freigh this port.

## THE SCHOOLS.

### Close Upon Two Thousand Pupil Present at the Opening To-D

After a vacation of over two teachers and pupils of the schools and those of some of the schools resumed their work this ing. The attendance at the