Took Cattle by Edmonton Trail

One Man Who Made Profit From Passage Over Death's Highway.

Horrors Cannot Be Exaggerated and There Are Many Unmarked Graves.

H. Y. Jones, the only man who has crossed the Edmonton trail and has made a financial success of the trip, is a guest at the Dominion, apparently none the worse, physically, for the expedition. He arrived here on the steamer Queen yesterday evening.

Mr. Jones started from Swift Current, N. W. T., on April 9, 1898, taking with him a band of seventy-five beef cattle and four assistants, one of whom, Joe Butler, will never return. He was drowned while going down the Liard river in a small boat, being caught in the Cranberry Rapids before he and his partner could avert disaster. The two men jumped for their lives, and while one managed to reach a footing, Butler failed, and the next instant was in the rushing waters. The loss of this man, however, was the only mishap which the Jones expedition had. Every one of the cattle lived through all hardships, and naturally sold well, twenty-six being left at St. John, twenty-six at Graham and the others at a Hudson's Bay post about ninety miles to the south of Francis lake. Some times the poor animals—and it might be stated that the brutes were poor when they reached their journey's end—would travel for one hundred miles without proper food, their only sustenance during this time being perhaps some withered weeds and bushes. The whole trip was one of mire, sliding rock and fallen timber, and it was owing to having wintered at Mud river that the cattle got through as well as they did. There was one stretch of country for seventy-five miles between Finlay and Mud rivers which was one mass of fallen timber, which, though not containing a stick that had ever been of formidable size, was left strewn so thickly by fire that there was nothing but to build a roadway through. Thus it was that time was lost. No attempt was made to keep the cattle in a band. They were faced in a direction and counted perhaps once or twice a week, in many places a more frequent count being impossible. So long as the leaders of the band were safe there were generally no fears for the others.

Mr. Jones states that he does not believe any description of the trails ever published has made them out worse than they are. Deaths by exhaustion, scurvy and drowning have been innumerable, and such a thing as a full list of those who have perished on the trails will perhaps never appear in print. Mr. Jones can recall few of the names. Storms on the lakes have been responsible for many of the drownings. In July last year he says a party of twenty were lost on Great Slave lake. Several of their bodies have been found near Sylvester Landing, but more than this of the disaster Mr. Jones does not remember. At about the same time Harris brothers, of Seattle, lost all but four of a band of forty head of cattle. A larger herd, belonging to Laing and Mansell, of California, were lost at Dunvegan, on the Peace river, only six being saved. Mansell came out to the Coast with Mr. Jones, but Laing never lived to complete the journey. Such instances were many, and other stories of men losing their reason are told by the new arrival.

Mr. Jones denies the statement that gold is to be found in paying quantities on the Mud river, and it pained him to learn that sixty-eight teams had left Edmonton last February for the district. This information he got from a friend who while North received a letter from his parents telling him the news, and despite all the suffering, misery and deaths on the trail, Mr. Jones understands that even yet people are leaving Edmonton on wild-goose schemes.

Another feature of the "overland" route which is not genegally known is that the Indians are rapidly becoming extinct. The tribes resemble those of the Coast, Mr. Jones states, and are not at all the prairie natives among whom he has been living now for the past fifteen years. They seem loath to do any kind of labor. As illustrating how rapidly the natives are dying off in the countries through which the Edmonton trail passes, Mr. Jones says that out of a big tribe five years ago to be found on the Mud river, only five now live. They are well-to-do fellows, possessed of many of the most modern things. At Graham, on Finlay river, there are not over 200 men, women and children; and at the mouth of the Dease river only 90 indians can be found. Each of these places were until late years inhabited by large Indian tribes. A disease, something like dysentery, however, is rapidly carrying away the natives, and they seem powerless to provide a remedy.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

IN A QUANDARY.

Victoria West Residents Do Not Know How to Proceed Against the City.

There is only one new element in the Craigflower road tangle—and it comes from an altogether new and unanticipated quarter. Mr. Fairall, who claims to have a right to a portion of the Esquimalt road proper, has announced that in the event of the Craigflower road not being reserved to the interested residents, he will close up Esquimalt road, as he has threatened to do on one or more previous occasions. Of course, the city could not get along without Esquimalt road—and the courts would have more work in disposing of Mr. Fairall's title. Nothing of moment developed yesterday in the dispute proper, the interested residents having met with some difficulty as to the manner of procedure open to them—whether to apply for an interim injunction against the city, or move to quash the objectionable by-law. The difficulty in the way of injunction proceedings appears to be that as the sidewalk is already laid, it is not possible for the courts to restrain the city from laying it. If, however, the West Victorians will ask for an injunction against the city proceeding further in the closing of the street until the status of Craigflower road is properly defined, it is altogether probable that the city will consent. The nine summons cases arising out of the removal of the crossings on Monday and Tuesday evenings, come on for hearing in the city police court this morning, Mr. Frank Higgins having been retained for the defence. It is understood that an adjournment will be asked for by the defence, and that the city solicitor will offer no objection.

HAWAII'S GREAT FIREWORKS.

Grandest Eruption Witnessed For a Generation Now Illuminating the Town of Hilo.

Hilo, Hawaii, July 8.—(via San Francisco, July 20.)—After a term of rest and nearly complete idleness extending over a period of several years, the volcano of Mokuaweoweo has again broken out, and gives promise of one of the greatest demonstrations ever furnished by the volcanoes of Hawaii.

The eruption was first noted at the volcano house, where early in the morning of July 4, the guests of the hotel were awakened by an explosion, and on making their way to the verandahs witnessed one of the most grand and elaborate displays of Pele's eruption ever given. The outbreak occurred on the side of Mauna Loa, at an elevation of about 10,000 feet, and in about the same place as whence issued the flow of 1880-81. Two immense fountains of lava were forced in the air to an elevation of many hundred feet and from these and the constant overflow from the mountains were rapidly formed the three lava flows which are now rapidly making their way down the mountain sides into the sea. These streams of lava have all taken different directions and the rapidity of their movements is dependent on the obstructions and depressions of the country through which they pass.

The smaller now is in the direction of Kilauea, and is now about twenty miles distant from the hotel. What is apparently the second flow in size is on the Hilo side, and as nearly as can be estimated will take about the same course as the Wailumu river. The third flow which has taken its way towards the Kau side, is to all appearance the largest lava flow yet witnessed on the Island, and seems to be making rapid progress in its path of destruction. The eruption shows no signs of abatement and the sight by night and the early morning hours is one of unusual grandeur and brilliancy. At the volcano house, which is probably some twenty-five miles from the outbreak, lights are not required through the night, and the country for many miles around the mountain is brightly illuminated.

From Hilo the sight has been witnessed nightly by interested crowds. From the Walluku bridge the illumination is to be seen directly up the river, and the bright red from the huge fountains and the overflow as it is seen through the clouds and smoke make a picture at times so weird and always so grand that it is not easily to be forgotten.

George Patty, who has resided on this island for the past thirty years, and who has witnessed all the outbreaks during that time, says this seems to be the most extensive of all, starting as it did so far from the summit, and the prospect of a long siege is favorable.

AT THE PARIS MORGUE.

How the "Third Degree" Is Worked on Murderers in France.

From the London Standard.

A law that has recently come into operation gives prisoners the right of communicating with council within 24 hours after their arrest. One of the immediate consequences of this measure may be to put a stop to those "confrontations" at the morgue which are so dramatic a feature of French criminal procedure. With a view to bringing a murderer to confess, he is taken to the morgue, and there brought face to face with the body of his victim. Every artifice is used to make the confrontation as impressive as possible, as it is hoped that the terrible sight he is compelled to gaze on will so trouble the murderer that he will lose command over himself and make a clean breast of his crime in his agitation. When he enters the room he can see nothing, as the stone bench on which the body is exposed is concealed by a curtain. The examining magistrate presses him with questions, and then, at what he considers the opportune moment, gives the signal for the curtain to be pulled back.

The murderers who have stood this ordeal without flincning are comparatively few. The majority of them exhibit the utmost terror, and implore to be taken out of sight of the corpse. There is a chair in the room where the confrontations take place, in which the majority of the most notorious murderers of the last 30 years have been seated. Their names are inscribed on its back, one of them being Troppman, who just before the Franco-German war buchered an entire family. French criminal counsel have found that these confrontations almost always result in the confusion of their clients, have looked into the matter, and believe they have discovered that the examining magistrate has no legal right to subject a prisoner to this ordeal. For the future they are going to advise their clients to refuse to allow themselves to be taken to the morgue, and it seems that it is a moot point whether the authorities will be able to convey them thither by force.

PECULIAR AND PERTINENT.

McSwatters—What did you give up to go abroad?

McSwitters—Five hundred dollars and fifteen meals.—Syracuse Herald.

In the rock of Gibralter there are 70 miles of tunnels.

Twenty-eight varieties of the lemon grow in Italy; in France, 11.

The Moors of Arabia and Spain were the first to display colored globes in chemists' windows.

The Registers Of City Hotels

The Annual Tourist Traffic Particularly Heavy at Present.

Reported Victims of Overland Route Personally Deny the Story.

Mr. William Whyte, general superintendent of the C.P.R., and Mr. L. A. Hamilton, the company's land commissioner, who are making one of their periodical tours of inspection, arrived in the city last evening and are guests at the Driard. They has been all over the lines throughout the province, including the one that is to give the Boundary Creek country transportation facilities. This line was completed to within seven miles of Cascade City when Mr. Whyte was there, and it is expected that the track-layers will reach that city on August 1, Grand Forks on August 15 and Midway at the end of August. Mr. Whyte looks for a great improvement when the railway is completed. The general superintendent is accompanied on his trip by his private secretary, Mr. D. F. Coyle, and his son, Master Whyte.

* * *

All the hotels are pretty well filled, many of the tourists who made the trip to Alaska on the Queen leaving that vessel upon her arrival here to spend several days in the city. Among those at the Driard are Mr. and Mrs. H. G. Villard and Mrs. Henry Villard, of New York; Charles N. Gregory, of Madison, Wis.; Mr. and Mrs. I. W. Morton, Miss Alice Morton, Mr. and Mrs. J. D. Filley, Miss Whittaker, Miss Hodgman, Miss Leete and Mr. and Mrs. J. T. Davis, all of St. Louis; Miss Rhine and Miss E. P. Rhine, of San Francisco; Mr. and Mrs. A. Z. White, of Oakland; Mr. and Mrs. H. C. Howells, the Misses Howells and Miss Tilghman, of New York.

* * *

At the Dominion are a party of men who attempted to reach Klondike by the Edmonton route. The party was known as the Halifax party, reported to have died on the trail. They are here living witnesses in denial of the report. The party includes F. W. Ferguson, of Yarmouth, N. S.; H. Y. Jones, of Swift Current, N. W. T.; P. I. Kean, of Manchester, N. H.; C. McQuin, of Liverpool, N. S.; F. M. Simpson and E. Cosman, of Yarmouth, N. S.; J. Morrison, of Selkirk, Man.; and H. F. Barthelmas, of Toronto. They tell the now familiar story of trials and hardships.

* * *

John M. Taylor, secretary-treasurer and general manager of the Dominion Radiator Company, Limited, of Toronto, and John Boyd, the British Columbia representative of the company, spent yesterday in the city as guests at the Driard.

C. C. Chipman, chief commissioner of the Hudson's Bay Company, is here on his periodical tour of inspection. He is at the Driard.

General and Mrs. Kincaid, of Surrey, Eng., who have been visiting Nanaimo, returned to the Driard yesterday.

Hon. Dr. McKechnie, president of the executive council, came down for the caucus and is at the Driard.

Walter C. Nichol, editor of the Vancouver Province, registered at the Driard last evening.

James Robertson, of Duncan, was among yesterday's arrivals at the Victoria.

Jos. R. Roy, government Engineer at New Westminster, is at the Driard.

J. D. Breeze, the Vancouver insurance agent, is at the Driard.

Lieut. J. Duff Stuart, of Vancouver, is a guest at the Driard.

J. H. Kerr and wife, of Vancouver, are at the Driard.

PACIFIC CABLE SCHEMES.

Existing Companies' Vain Effort to Dissuade the Imperial Government.

From the Canada Gazette.

A deputation from the various cable companies dealing with Australasit and the East waited upon the chancellor of the exchequer and Mr. Chamberlain, secretary of state for the colonies, at the treasury on Thursday afternoon last, with reference to the proposed all-British Pacific cable.

The Marquis of Tweeddale, who introduced the deputation, said they desired to submit their reasons for viewing with serious apprehension the reported intention of the government to enter—with the colonies of Australia and Canada—into direct and active competition with the cable companies. The cable companies had hitherto been treated by Her Majesty's government very much as if they were a sub-department of the administration of the affairs of the Empire. He denied the imputation that they were monopolists. It was perfectly well known in Australia that the companies were prepared to make further substantial reductions in the Australian tariff on the guarantee or subsidy basis; and, if required, the companies were ready to reduce tariffs in other directions on the same principle. The tariff between Canada and Australia amounted to only £1,700 per annum. If the value of a country's commerce was to be taken into consideration, the tariff between the Cape and Australia was far more entitled to consideration than the traffic between Canada and Australia. Not only would the new policy entail enormous losses on the shareholders who had furnished the many millions which had enabled the companies to build up their submarine telegraph systems, but scarcely less onerous demands on taxpayers of Great Britain and the colonies. The cable companies urged—"That the policy of state inference with private enterprise is objectionable in principle and not justifiable or needed in this case. That a reduction of rates and an alternative cable route to Australia can be accomplished without recourse to such interference and on terms which will entail no unreasonable demands on the British and colonial taxpayers. That the Cape route will afford the best alternative route from a commercial, strategic and financial point of view; and lastly—and that so far from the companies enjoying a monopoly, the policy of the government will for the first time create an absolute and most objectionable monopoly, inasmuch as the existing companies will be at their mercy, and no new companies could be possibly formed with any prospect of success in the face of government competition."

Mr. F. A. Bevan also spoke suggesting that the government proposals were in the nature of a bounty to which they were, on principle, opposed. He pointed out that under the scheme the American trader would be able to telegraph to Australasia for a shilling less than the British trader, which would confer an advantage on him, and also that the existing American cables would be utilized.

Sir M. Hicks-Beach—No; we shall have an all-British route through Canada.

Mr. Bevan said he was glad to hear it.

Sir M. Hicks-Beach—I should not elaborate the point about subsidies. You have had a million of public money.

Lord Tweeddale—For which we have done good service.

Sir M. Hicks-Beach—I do not deny that.

Mr. Chamberlain—Speaking of your alternative proposal, on what capital do you propose to guarantee? On the ordinary capital of your company?

Lord Tweeddale—On the present market value of the property. He pointed out that the government would have five or six millions with which to lay cables, that being the present amount of their reserve. They would also have a margin of £500,000 a year with which to deal with the tariff and reducing it.

Sir M. Hicks-Beach—I think it will be best that we should consider the statement you have made to us, and send to Lord Tweeddale a written answer on behalf of the government. But there are one or two observations I would like to make. I think we are entitled to express some little surprise that, considering you have objected to the government proposals on the ground of principle, you did not do so long ago. This is not a new matter. Everyone has known that the question has been under the consideration of the government and colonial governments for many years. A committee was appointed to receive evidence, including evidence from your company, and reported against that evidence. Since that time negotiations had been in progress on the subject, and yet it is not until we have announced our decision so far as principle is concerned that you approach us at all. You have in a way put yourselves out of court. You have addressed us to-day as if it were quite a new thing for the government to undertake work which is being done or has been done by private enterprise. I could quote many instances against that. Quite recently a sum of money was voted to construct light railways, which might compete with existing lines.

Lord Tweeddale said that the only line which appeared as if it would do that had been rejected.

Sir M. Hicks-Beach—I don not say that they do, but they possibly might. At the present time government owns the cables in the English Channel. You have received yourselves very substantial subsidies from the Australasian government, and are asking now for a subsidy for an all-British cable, and to tell us now that we have no right to establish a cable between England and Australia because you have a monopoly is saying too much.

Lord Tweeddale said they had no monopoly.

Sir M. Hicks-Beach—There is no other mode of telegraphing to Australia.

Lord Tweeddale—That is because nobody has started one. (Laughter.)

Sir M. Hicks-Beach—I am not going to argue now. I think you are unnecessarily alarmed. This is an exceptional case, which has been taken up by us for the reason set out in Mr. Chamberlain's statement, and I think you are further unduly alarmed in another way. You seem to think that because it is to be laid by the government concerned that, therefore, the cable is to be worked at a heavy loss. I do not know why you are entitled to assume that, and so long as the taxpayers' pockets are not called upon, I do not see that you are entitled to complain of any competition that may be caused. You have said that an alternative route to the Cape would be better. That is a matter which we carefully considered, and we might very likely have been prepared to aid in that, but we found that neither India nor Australia would be ready to help us in that route.

Lord Tweeddale—They preferred the other.

Sir M. Hicks-Beach—Yes.

Mr. Chamberlain—I think that Sir M. Hicks-Beach has fully stated the principle which has governed us, but perhaps I may add one or two words as the representative of the department which has been mostly concerned in the matter. I cordially recognize the excellence of the service which the companies have furnished, though I must say that in the case of the Cape there hardly arises any critical cases always breaks down. This is a misfortune which I hope will soon be remedied. If there is no complaint of the service, still there is great complaint of the rates. This is not unjustifiable, for it is evident for a long time past—I do not say it in an invective sense—you have concealed your profits. In addition to the large dividend of 7 per cent. you have lately paid, you have put aside a large reserve and have used large funds in the establishment of new and alternative cables. I do not know the precise figures, but the sums are large which have been put aside in that way. I do not complain at all of that. From the company's point of view it is a wise and prudent course, but the customers have a cause of complaint that this money has been applied, instead of in reducing the rates, to strengthening the monopoly of the company. Not a statutory monopoly, it is true, but a practical monopoly. Under these circumstances, it is not wonderful that one object of the colonies should be to secure a reduction of rates, but that is not the principle which moves the government. What moves us is the desire—to some extent sentimental, I grant—that there should be an all-British route communicating with all parts of the Empire. Now the alternatives which you have suggested are, I am afraid, impracticable. You have suggested a Pacific route, via Honolulu, but as that would not be all-British it falls to the ground. The route to the Cape has been rejected by those chiefly interested. Among the objections which you have taken to the present proposals is that it would give a bounty to the United States trader, which is to a certain extent perfectly true, because the United States trader is nearer o Australia. But if this is not done by us, you will have the competition of a foreign cable. Already the United States have a cable to Hawaii, and if this cable is not gone on with I do not doubt that that cable will be extended to Australia, which will give them more advantages, perhaps, than the proposals of the government. You are inclined to be alarmed without cause. You do not anticipate that this cable will compete for a large portion of your lines, but where it does the probable increase in your traffic will not only make the new cable remunerative but will leave your traffic on its present basis. You seem to think that the government is entering into this without regard to profit and loss. If any government were mad enough for that no House of Commons would be found ready to vote money for such a purpose. The whole idea is chimerical. I think your fears are unfounded, and that when this cable is worked it will be found to merely furnish an alternative route. Your communication to the prime minister has been handed to me, and we will in due time send you an official reply.

After some remarks from Lord Tweeddale the deputation withdrew.

A RICH MINE.

Nelson, July 26.—The Ymir mine, whose manager, J. Roderick Robertson, is a leading spirit in the Mine Owners' Protective Association, and an uncompromising opponent of the Semlin government, is paying $3.50 a day for miners, and has been for some time. It is expected the company's mill will produce not less than $30,000 in free gold and concentrates during the month of August, or $500 for each man employed at the mine and mill.

The Court's Aid Invoked.

Suburbanites Will Test the Craigflower Road By-Law To-day.

Summonses Served on Sidewalk Removers — The Situation Defined.

Whether or not Craigflower road is a public thoroughfare, to be maintained by and not closed at the will of the city council, will very shortly be determined in the courts. Application will be made to one of the judges of the supreme court to quash the famous by-law passed on the 5th of the present month, and for an interim injunction against the closing of the road by means of continuous sidewalks until the final determination of the facts in the case.

At the same time the city is taking up the challenge offered in the removal of the sidewalk on Monday and Tuesday evenings, summonses having been issued yesterday on the information and complaint of Special Officer G. J. Johnson, requiring the appearance of nine representative residents of the western suburb at the police court to-morrow morning.

These proceedings are taken under clause 16 of the Streets by-laws, and it is admitted that the sidewalk-destroyers were animated only by a desire to secure a legal test, the authorities are manifesting the utmost indulgence. It is evident that there has been a destruction of property, but the word "malicious" has been eliminated, and the prosecution will press for no more than a conviction and compensation for actual damage sustained.

The summonses have been served upon Messrs. William C. Adams, James E. Painter, Thomas Redding, Charles W. Jenkinson, J. R. Styles and Thomas Gould, as participants in Monday night's exciting exercises; and Robert Merrick, Walter Flinmore and F. Kroeger, the volunteers on the occasion of Tuesday.

The corporation carpenters for the third time laid the sidewalk which so offends the suburbanites during yesterday afternoon, mentally speculating as to whether a similar service would not be again required to-day. All the indications during the late afternoon and early evening were that the new walk would meet the fate of its predecessors, particularly as there was another open-air meeting announced for 8 o'clock.

The meeting materialized, with Mr. Beaumont Boggs as chairman, and practically every resident of Victoria West present. It was, as all the meetings in the present crisis have been, eminently orderly, and the speeches made by Mr. Boggs, Captain Gaudin, Mr. Jenkinson, Mr. Thomas Gould and a number of others were remarkable for their temperate tone, coupled with clearly expressed determination not to submit to being sacrificed.

It was also stated that the best legal advice in the city had been secured, to the effect that the suburbanites' contention that Craigflower road must remain open is a sound one—and that having set the machinery of the law in motion and focussed public attention to their grievance by the heroic measures of Monday and Tuesday, no further interference with the city's walks is desirable.

The sidewalk, accordingly, remains the same as the corporation carpenters left it, crossing Craigflower road at its commencement, at a height of perhaps 18 inches from the roadbed, and unguarded by a single light, so that it would be an ill day for any vehicle using the ancient thoroughfare, by an inadvertence or otherwise.

There would, in the event of an accident such as is thus invited, be still another opportunity to secure a legal definition of responsibility and right of possession.

During the progress of the meeting, and until a late hour last evening, when the residents had dispersed to their several homes, Sergeant Hawton, with Constables Woods, Redgrave and Llewelyn, and Special Officer Johston, kept watch and ward over the jeopardized walk, with instructions from the city to arrest any one interfering with it or the city engineer's formal notice of "No Thoroughfare."

The work of the police was performed unostentatiously, and with the same commendable discretion and courtesy to all, coupled with an understanding of duty, that have characterized the performance of the unpleasant work devolving upon them by Sergeant Hawton's squad since affairs in the suburb took their unexpected and sensational turn on Monday night. Nor are the residents of Victoria West unobservant or unappreciative, as evidenced in the unanimous passage last evening of a resolution of thanks to the police.

The principal business of yesterday was the appointment of a committee of ways and means and of action—for it will require generous subscriptions to enable the champions of the open road to fight what they term the people's battle.

This committee consists of Messrs. Beaumont Boggs, the chairman; Thomas Gould, secretary; John Colgdarippe, treasurer; C. W. Jenkinson, Ian Coltart, Thomas Redding and Capt. James Gaudin. They intend to make the test cases thorough, and have retained Mr. Frank Higgins to represent the defendants in to-morrow's police court action, as well as in the proceedings in the chambers to-day in the direction of securing an injunction and ultimately quashing the objectionable by-law.

The hardest element to be contended against is, they assert, the general apathy of the citizens in other sections. The Craigflower road question is usually "skipped" when it appears in the newspapers, as a purely local grievance of some kind, of which people in other parts of the city know nothing—and care less.

The residents would appreciate it if every citizen would take a walk or drive over to the western suburb and see for himself what it is proposed to do—"to close a thoroughfare that enjoys the distinction of having been the first highway built on Vancouver Island; a road by which upwards of six hundred residents have direct connection with their homes; and which being closed will cause 50 per cent. depreciation in property values, to the advantage of a few holders in the quarter to which it is proposed to divert the traffic now borne by the old and direct highway."

Here's a simple test as to whether or not the road is needed by the public—they say. Get on the street car for Esquimalt and see where the greatest number of passengers board it or disembark. It is at Craigflower road—the road it is ordered shall be closed, from its actual commencement at what is known at Everett's Exchange corner.

Heretofore the question has been lightly regarded by a majority of citizens—as something indefinitely in the nature of a joke, and chiefly concerning Rev. W. G. H. Ellison. With the people of the suburb it has become a very serious reality—they fail to see where the joke comes in at all.

And they believe they would have the hearty sympathy and support of all sections of the city—if only the citizens would take the trouble to look into the grievance.

As for to-morrow's police court test cases, it is extremely problematical whether they can have the desired effect—of securing a legal determination of the status of Craigflower road. This was of course the object had in view on the occasion of the sidewalk demolition, but it will probably be the policy of the city to oppose the introduction of Craigflower road in the case at all.

The informations are laid to cover a destruction of city property—and the evidence of the prosecution will be directed simply toward the establishment of the fact of the destruction of the sidewalks, whether they were laid on Langford street or Craigflower road will not be the point at issue.

Of course the policy of the defendants will be, if possible, to induce the court to admit the question of unrestricted right of way, and if it is admitted, endeavor to establish that the public had had a prescriptive right in the much-discussed thoroughfare.

The city to be consistent is forced to regard Craigflower road as absolutely non-existent. By the by-law its existence is terminated so far as blocks N and P are concerned.

One interesting feature of the evidence on the main question which the suburbanites opposed to the closing of the road have to present is that at the original passage of the land from the Hudson's Bay Company to Mr. Russell, allowance of acreage was made for the streets, of which Craigflower road was one.

Nor was the street included in the deed transferring the property from Mr. Russell to Mr. Nagle, although Mr. Nagle acted on an assumed right of possession, sub-divided, and sold his augmented property by the map, without survey, and with an increased acreage over that which is named in the deed covering his purchase from Mr. Russell.

The road itself was built by the colonial government in 1854.

SOME AUSTRALIAN FLOWERS.

Australia has not inaptly been designated a floral paradise. It has a profusion of beautiful native flowers, many of which have become garden favorites. Among these is the Warath, the national flower of New South Wales. It is also known as the "native tulip," although it has no resemblance to that flower. It is a magnificent crimson, globe-shaped blossom about three inches in diameter, and is largely introduced into colonial decorative work of every description. The Flannel Flower is another New South Wales favorite. It is so called because it appears as if cut out of white flannel. Although abundant in many parts of the colony, it is difficult of propagation. Immense numbers are sold during the season by street sellers and others in Sydney. The Golden Wattle forms another of the national plants of New South Wales. It is found in numerous gardens as well as in the bush, and when the tree, which is about the same size as the Lilac in Europe, is in full bloom is presents a splendid appearance. The bark of the tree is used for tanning troposes. The Black Wattle, known to the Australian aborigines as "Book-Kerriking," is a handsome tree, ranging from 30 to 50 feet in height. It often exudes a gum, which was used for food by the aborigines, and is even now collected by children and eagerly eaten. It evidently possesses some nutritive value as instances are on record of children and others lost in the bush having been sustained by it. Country children sometimes soak the gum in water to make a thick jelly, having a sweet flavor. The flowers resemble those of the Golden Wattle. The Native Rose is a beautiful flower, its name being suggested by its color, the only point of resemblance it bears to the garden or wild rose. It is plentiful in the country around Sydney, but not readily found elsewhere. The Honey Flower which has not been encountered since outside New South Wales, derives its name from the large amount of honey stored in its tubular flowers, which cause them to be sought by children. In former times the flower formed portion of the plant foods of the aborigines. The Native Fuschia is abundant in the neighborhood of Sydney. It is one of the most beautiful of Australian native flowers, and was very popular in England at the beginning of the century, when woody plants from Australia and the Cape were in vogue. The Christmas Bell, something like a drooping tulip, is so called from its blooming at Christmas time. It is found in the country several miles north of Sydney, and commands a ready sale everywhere. The Christmas Bush is a tree which frequently attains a height of 30 or 40 feet, and is found only in New South Wales. When in full bloom it is a mass of small red or pinkish flowers, and is used as a substitute for holly throughout the colony at Christmas time. Several of the most charming flowers have no aboriginal or popular names. Among these is Goodenia ovata, which is a handsome shrub, some five or six feet in height, covered with small yellowish cup-shaped flowers. Another, the Boronia pinnata, is sold in large quantities in the Sydney streets during the spring months. It is a most delightful plant, far exceeding in beauty the Native Rose. Among climbing plants may be mentioned the Wonga Wonga vine, sometimes called "Supple Jack," because of its tough, straggling stems. It is readily propagated, both from seeds and cuttings, and was at one time to be seen in several London nurseries. The above are only a few of the myriad native flowering plants met with in New South Wales; and the department of mines and agriculture in that colony, with a view to making its floral wealth more widely known, and stimulating botanical research, is issuing from the government printing office in Sydney an interesting work, with beautifully colored plates, descriptive of the leading native flowers and ferns.

GIGANTIC CANAL PROJECT.

By Which Ocean Vessels Will Have Short Cut From Atlantic to Great Lakes.

Albany, July 26.—Engineer Geo. W. Rafter, in charge of the survey for the proposed ship canal from the Great Lakes to the Atlantic ocean has completed his preliminary work, and drawn his report.

The project is to cut a canal 30 feet deep and 340 feet wide from Lake Erie to Lake Ontario, around Niagara Falls, leaving Lake Ontario at Oswego, through the Oswego river to Oneida lake, thence through the Mohawk to the Hudson river. A single lock will be 1,000 feet long, with walls over 50 feet high.

The greatest problem is to find storage for water to feed this great canal on its various levels, and yet not injure the water supply of manufacturing concerns now using the various rivers. Mr. Rafter plans now a great dam at Carthage, on the Black river, in Jefferson county. From this place Mr. Rafter has planned a canal 90 miles long, as wide as the proposed ship canal. Just west of Rome, on the way down, he has planned a reservoir in the Salmon river.

The commissioner's work also includes a similar survey for a canal of the same character, leaving the St. Lawrence at the head of the Coteau Rapids, and thence into and through Lake Champlain.

Gay Throngs At the Courts.

Tennis Players Preparing for Next Week's Big Open Tournament.

A Race Meet Projected for Labor Day—Other Notes of Sport.

Entries closed yesterday evening for the open tournament of the Victoria Lawn Tennis Club, commencing at the courts on Belcher street next Monday, and which promises to be not only the best in the history of the club, but the most notable tennis meeting of the year on the North Pacific coast.

It will be a day or so at the earliest before the complete list of the entries can be got in shape for publication, but this much may be said regarding it—that the entries are much more numerous than in any previous year, and the quality of the players who will participate is notably good.

Among the gentleman visitors will be found such cracks as George A. Hurd, L. Pelly and Samuel Russell, of Seattle, Mr. Russell being the gentleman who last year had the great distinction of defeating Champion Foulkes—and whom Mr. Foulkes has been waiting for ever since.

From Tacoma comes a delegation headed by Messrs. P. J. Fransiolli, W. Tidmarsh and F. Fletcher, so that there will be no lack of high-grade outside players to contest for what will be practically an international western championship.

Messrs. Goward and Powell will undoubtedly be able to dispose of some of the visiting cracks, and it is therefore just possible that neither Mr. Hurd nor Mr. Russell will reach the finals. But if they do—if either of them, and more particularly Mr. Russell, wins the chance of playing Mr. Foulkes for the shield—there will be such a match witnessed as will be a chapter in itself in tennis history.

Among the ladies who have entered may be mentioned Miss Riley of Seattle; Miss Knox, Miss Beattie and Miss Twigge, of Vancouver; and Miss Arrowsmith—at one time champion of British Columbia—now resident at Nelson.

The club tournament was continued yesterday, and fast and exciting matches were in order, a large proportion requiring three sets to decide. Among the most interesting contests was Foulkes and Miss Bell vs. Johnston and Miss Prior, the former winning after a most interesting display of first-class tennis.

R. B. Powell and Miss Goward defeated Lieut. Hay and Miss Newcombe, after a hard tussle.

In the singles G. H. Barnard met defeat at the hands of B. Schwengers, after a hard fight.

The following are the results of the day's play:

W. T. Williams (rec. 15) defeated F. J. Patton (rec. 15.)—6-4, 6-0.

T. Goward and Miss C. Powell (owe 15) defeated P. S. Lampman and partner by default.

B. H. T. Drake (rec. 4-6) defeated C. Berkley (rec. 2-6)—6-2, 6-1.

J. F. Foulkes (owe 40) defeated C. Pooley (rec. 15)—6-4, 6-2.

B. T. Goward (owe 30) defeated R. H. Pooley (owe 15)—6-2, 6-3.

G. Goward and Miss Wilson (rec. 3-6) defeated F. N. Denison and Miss S. Pemberton (rec. 15)—6-4, 6-0.

Lieut. Hay, R.N. (rec. 15) defeated W. T. Williams (rec. 15)—6-1, 6-1.

J. F. Foulkes and Miss A. Bell (owe 15.5) defeated G. C. Johnston and Miss Prior (owe 3-6)—6-4, 3-6, 6-3.

D. M. Rogers and Miss Dennistoun (owe 15)defeated J. B. Green and Miss Green (rec. 4-6)—6-1, 6-2.

R. H. Pooley and Miss Keefer (owe 2-6) defeated G. H. Barnard and Mrs. Baker (rec. 1-6)—6-1, 2-6, 6-4.

F. T. Cornwall (scratch) defeated G. S. Holt (owe 4-6)—6-4, 4-6, 6-4.

B. H. T. Drake (rec. 4-6) defeated A. J. O'Reilly (rec. 15.3)—6-5, 6-2.

S. Y. Wootton (rec. 15.3) defeated F. N. Denison (rec. 15.3)—6-4, 6-3.

B. Schwengers (owe 3-6) defeated G. H. Barnard (rec. 3-6)—7-5, 7-5.

J. B. Green (rec. 15.2) defeated H. S. Baker (rec. 15.3)—7-5, 2-6, 6-3.

R. B. Powell and Miss M. Goward (owe 20) defeated Lieut. Hay, R.N., and Miss Newcombe (rec. 4-6)—5-7, 6-0, 6-3.

The following are the fixtures for to-day:

3 p.m.—1. J. F. Foulkes (owe 40) vs. J. T. Cornwall (scratch).

2. B. H. T. Drake (rec. 4-6) vs. Lieut. Hay, R.N. (rec. 15).

3. D. M. Rogers and Miss Dennistoun (owe 15) vs. W. T. Williams and Miss Williams (rec. 15).

4.15 p.m.—1. B. G. Goward and Miss Wilson (rec. 3-6) vs. F. J. Patton and Miss Patton (rec. 5-6).

2. J. B. Green (rec. 15.2) vs. S. Y. Wootton (rec. 15.3).

3. R. H. Pooley and Miss Keefer (owe 2-6) vs. R. B. Powell and Miss Goward (owe 30).

5:15 p.m.—1. C. R. Pooley and Miss D. Green (rec. 4-6) vs. J. F. Foulkes and Miss Bell (owe 15.5).

2. A. T. Goward and Miss C. Powell (owe 15) vs. winner of match 3 at 3 p.m.

3. B. Schwengers (owe 3-6) vs. A. D. Severs (owe 15.2).

6 p.m.—1. Winner of Drake vs. Hay vs. winner of Wootton and Green.

2. Winner of Pooley and Miss Keefer vs. Powell and Miss Goward vs. winner Patton vs. Goward and Miss Wilson.

3. A. T. Goward (owe 30) vs. winner Schwengers and Severs.

F. T. Cornwall, one of the most promising amongst the younger members of the club, won much admiration in his match against G. S. Holt. It is worthy of note that his volleying was likened to that of the famous Renshaw and his driving to that of the redoubtable Pim.

Devoured by a Bear.—Advices have been received by the provincial police that seem to dispel the mystery in connection with the disappearance some three weeks ago of Albert Cameron, a prospector and trapper of Shoal or Shushartie Bay. Other prospectors have reported to Constable Lister the finding of the dismembered portions of a body identified by the scraps of clothing as Cameron's, with one leg pinned down by a fallen tree. The supposition is that while engaged in the woods Cameron had the misfortune to have a tree fall upon him—and while thus imprisoned was devoured by a bear.

The kissing bug was invented by a band of Washington correspondents, to give them a sensation for the dull season. They even invented its alleged scientific name. Entomologists say such an insect does not exist.

From Denver comes a complaint against a too wise public impounder. The dog-catcher stands on a corner and loudly calls: "Here, Dewey! Here, Dewey!" and then gathers in the luckless tagless dogs that answer to their name.