r your consideration.
e great number of peti-
trial it is desirable to
disposition by the courts
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r as may be practicable
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time this assembly may
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this end a bill well be
our consideration making
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of the right of electors
ve been called upon or
e returning officer or dep-
officers under the election
onstables or special con-
tion or polling day or to
work or duty connected
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ntested question between
of Canada and the prov-
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eries has at length been
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provincial waters, includ-
s of the great lakes and
nd provincial rivers, can
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s as to time and manner
may be taken, the instru-
ture which may be em-
ting of the close seasons,
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judgment declared to be
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therefrom. A bill upon
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is somewhat unusual sea-
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business until the early
year. I feel assured that
tion will be characterized
d patriotism and that they
e the happiness and pros-
people.

WON'T BE HUSTLED.

lude the War Only in the
ly Way It Has Been
Conducted.

g. 4.—The consultations be-
emier, the presidents of the
other provincial persons
as being really of a nation-
with a view of ascertaining
f all parties. The govern-
yet entered upon an en-
arding the terms for con-
ar with the United States.
will follow the advice of
nd will leave to the crown
choosing new advisers.
nders consulted thus far
the strictest reserve, with
of Senor Romero y Fob-
er of the Weylerite party,
himself in favor of con-
war. The queen regent
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g. 4.—The Madrid corres-
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ed so quickly as is general-
Senor Sagasta objects to
l, and insists upon every-
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ner. He considers it neces-
full and satisfactory explan-
doubtful points in order to
est to protect the national
st the aggressive tender-
ashington cabinet. He has
ne very minutely the exi-
international situation and
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and political unrest. The
e, though sincerely desir-
are disposed to admire this
hold out to the last,
sses greater sacrifices.

OF WHITE PASS.

J. W. Moore Return From
the Father of Skagway.

s. J. W. Moore returned
rning on the Tees from
re they have been visiting
fteen days the parents of
Capt. and Mrs. William
in Moore is the pioneer
e first white man to cross
us White Pass, the engi-
der of the trail that by
s claimed to be the cheap-
nd easiest route to the
Capt. Moore laid out the
kagway eight years ago,
nd only first class wharf
has, and the only wharf
el can land during the
r which the Alaska coast
J. W. Moore was too
s yesterday to give a de-
of his trip. He has been
the steamer Charmer, as
e past 13 years without
nd this is his first trip of
ng all that period—a re-
rd indeed. Mrs. Moore
ticent about being inter-
last surrendered to the
said:
ghtful trip, and was very
rised with Skagway. I
d a wierd country, with
h people, but on arrival
to find a pretty little vil-
le of which would do
lis or any other city. On
were treated royally by
the Tees, and especial
extended by Capt. Joe
homas Guns, Mate Jno.
Purser Harlan C. Brew-
Wm. Creig, Chief Engi-
us, and Second Enginee
. I should judge by our
t was a standing order of
. for every officer aboard
courteous and entertain-
trons.
agway I enjoyed myself
ther words, it was one
d of pleasure. While
cess to Capt. Moore's
t of pleasure yachts, and
ons I crossed the White
d over to Bennett Lake.
p, but a sad sight meets
as along the trail you
erless dead horses that
the wayside from over
ck of proper care and

from Skagway to Lake
ng completion, and soon
made from Skagway to
four days. The rail-
Capt. Moore's wharf
ime it will be a trip of
of its numerous hard-
the route the scenery is
atches the eye of every-
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GOLD LADEN MINERS.

Steamer Manauense Returns With the Wealthiest Crowd That Has Yet Returned South.

Estimates of the Gold and Drafts on Board Run From One to Three Million Dollars.

Universal Condemnation of the Mining Laws and Officials Who Administer Them.

A million or more in golden dust and bright yellow nuggets, with two millions added in bank paper and other equally valuable securities. Such is the minimum estimate of the wealth brought from the Klondike treasure land yesterday by the steamer Manauense—the richest of the gold-bearing fleet to come down this season, and the richest by far of any gold ship to land her toil-worn but envied argonauts at any point in British Columbia.

It was on July 20 that the Manauense left St. Michael, and so effectually did her master cater for the down river passenger by the Healey, Merwin, Alice and Marguerite that there were very few of these passengers left at the Yukon mouth when she weighed anchor homeward bound. Three hundred odd miners and frontier traders, representing in themselves every degree of failure as well as success made up the passenger list, and the debarkation of these at Victoria's dock carried the old-timers back in memory to the sunniest days of the Fraser river rush and the halcyon era of Cariboo's greatness, while the fame even of these was eclipsed by the Klondike demonstration of the afternoon.

Sacks and bottles containing hundreds of dollars in flaky gold or heavy dust failed to excite more than passing attention; hand satchels whose suspicious weight would usually have drawn round them a concourse of the curious, received scarce the tribute of a glance—for there were fortunes to be briefly viewed whose bulk testified to many thousands, and to but lift some of which taxed the strength of bronzed and stalwart veterans of the mines.

"We've got on board between three and four millions in dust and nuggets," said J. M. Hayes, of Charleston, Ill., who as an original claim owner on El Dorado and one of the promoters of the biggest transportation syndicates of the North, was looked to as something of an authority. This statement Captain Edwards and Purser Richards, of the Manauense endorsed as unquestionably and unqualifiedly correct, and as though to still further confirm the truth of the estimate, the sacks and satchels, boxes and bags of treasure streamed ashore almost as soon as the ship had docked.

All of the pilgrims who brought home bullion brought it in quantity, and while there were many of the returning company who stepped upon the deck poorer in purse though richer in experience than when they entered the Klondike, they were in the minority, and their companions with the money did the talking.

Their discourse was of the inefficiency and cupidity of Gold Commissioner Fawcett; the unworkable nature of the Yukon mining regulations as administered by him; the prospect of famine and fortune walking hand in hand through the ice-bound gold fields during the long Arctic night, through few of the supply steamers being able to make their way up to Dawson; and, last of all, with reference to the gold that they and their companions have won from the reluctant streams and benches of the North.

Tales of fortune winning and of dire distress alternated in the conversation of the new arrivals, many of those who had earned their wealth in five or six figures receiving with sad faces the congratulations of their friends, for in their own prosperity they could not forget the hundreds whose lives had been sacrificed to the Gold King in his home, nor yet those other hundreds who are scattered all along the great river of the North—their provisions lost; their avenues of egress blocked; and the grim spectre of starvation at their shoulder.

So much worse than usual is the Yukon channel this year, according to their report, that few of any of the lower river supply steamers will get through at all from St. Michael, while even if fully laden every trip the up-river boats will scarcely be able to deliver food in sufficient quantity to maintain through winter the actual population of to-day. The only hope for next winter is in the stampede out that has already commenced, the outfits of the faint-hearted augmenting the resources of the more resolute men of the camp.

As illustrating the origin of the overshadowing terror, Mr. Hayes explains that when the river rose this spring to eighteen feet above former high mark, it so washed out the islands in the flats that the whole river became ribbed with sand bars. These and the absence of wood for fuel occasioned by the great ice drift having swept the banks clear of timber, offer unsurmountable obstacles to the steamer fleet, having practically obliterated the channel from Circle City to Fort Hamlin, where even rowboats have failed to find free navigation, with ten and sometimes only eight inches of water from shore from shore, and all landmarks swept away.

Of the gold receipts by the Manauense, the approximations vary from the "half a million in bullion and perhaps twice that in paper" of the conservative passengers, to the "four million in gold alone" told of by the ship's officers and the more enthusiastic of the argonauts. Certain it is that all the steamer's steel vaults were filled before the gold had fairly commenced to come on board, and many of the passengers kept faithful guard over big piles of gold on the journey down. Contributing to the total—immense in any event—are perhaps thirty by white their fortunes in five figures or more, the names and stakes of a few of these being instanced as hereunder:

Rev. C. Hestwood, formerly a Methodist pastor of San Francisco, now known throughout the North as "The Preacher." He returns with $184,000 in dust and drafts—the former making up the $84,000.

Michael Trainor, a sailor from San Francisco also, commonly known in the North as "Mike Murphy," whose sack holds $34,000.

B. Supowizka and his partner, two Russians, brought out about $60,000, but decline to talk. They have most of their wealth in gold, which was still in their stateroom on the boat last night, the partners taking turns at watching it.

H. Doser and Louis Paulus, of San Francisco, with T. Rogers and C. Stephens, of Seattle, who are credited by Purser Richards with $117,000, $400,000, $650,000 and $150,000 respectively, this being in dust and securities. the real treasure they bring down about $120,000.

E. C. Barlow, the discoverer of Barlow creek, with two corded valises of dust weighing $34,000, and much paper money besides.

W. C. Ballard and his brother-in-law, E. S. McClaim, of De Soto, Mo., with $22,000 between them.

George Dawson, of St. Catharines, Ont., with his son and nephew, John and J. W. Dawson, Dr. Edwards, H. Elwell, W. S. Leonard, W. C. Beecher, H. Dozer, H. G. Matthews, George F. Hooper, B. Richards and C. J. Kaird. This party committed six hundred avoirdupois pounds of gold into the keeping of the Oriental hotel vaults two hours after the arrival of the steamer. And 600 pounds at the current price of gold means something between $150,000 and $200,000.

H. C. Colver, C. W. Ferris, and F. W. Van Wagner, of Seattle—reported by their travelling companions as possessed of $100,000 among them.

George Westfall, of Tucson; J. H. Bush, of Mesa City; William Cox, of Phoenix, and other Arizonians, returning with a joint stake of $55,000.

J. M. Ogilvy, who has transferred his interests to his father, the latter remaining on the ground at El Dorado, brings $38,000, of which he has $8,000 in dust.

W. H. Eggleston, Peter Kenny and P. J. Holland, a Wisconsin trio, have three bags of gold worth $45,000—and paper money to burn.

Theo. Franz, of Tacoma, brings out $10,000, and will try again for a larger stake.

C. A. Bevins and wife, of Rampart City, Minook, have with them $12,000 in coarse gold and nuggets.

H. A. Concannon is reputed to have $55,000 to show for his residence in the North.

F. Van Bibber, of Woodlawn, Wn., returns there with $38,000 in gold, his properties in the North aggregating five times this sum in value.

H. N. Blackmore, of Chicago, is en route to that city. His homestake is set down at $150,000—one-third of this being in dust.

Dr. T. A. Gilchrist, an Eastern States medical man, is said to have amassed $62,000 in two years by the practice of his profession. He has with him $50,000 in drafts and the balance in treasure.

Somerson Edwards, of Nanaimo takes back to the Coal City 75 pounds weight in gold, or $18,000 in round figures.

Fifty others will average from $2,000 to $15,000 each—scattered as to their original places of residence from the Atlantic to the Pacific, and from Montreal to Mobile.

AT THE HOME HOTELS.

Short Chats With the Returned Miners In Their Temporary Homes in Victoria.

The arrival of the northerners and their gold naturally had an electrical effect upon local business, the hotels of course being first to feel the impetus of the revivifying wave from the treasure district. Each claimed its share of the arrivals, and soon the new comers were surrounded by little knots of residents, every precious word they uttered falling upon attentive ears. The Dominion as usual had a throng, the list here within an hour after the docking of the Manauense being as below:

Walker Rayburn, St. Louis.
R. D. McKinnon, Chicago.
H. F. Nevins, Cheshalis.
T. J. Manning, Chehalis.
A. McKinley, St. Louis.
W. D. Heath, Seattle.
J. R. Wilson, Seattle.
J. H. Craven, Indianapolis.
George Lubram, Illinois.
Thomas Sutherston, Decatur.
C. A. Coughalan, Sacramento.
F. A. Shaw, Albion, Pa.
F. G. Smither, Dawson.
F. P. O'Donnell, Dawson.
Ed. M. Smithers, Dawson.
E. S. Phipps, Dawson.
F. F. Colbert, Dawson.
J. Paulson, San Francisco.
C. Norlin, Circle City.
Joseph McKnight, Los Angeles.
F. W. Beasley, Miles City, Mont.
P. J. Kennedy, San Mateo, Cal.
Gavin Alchison, San Francisco.
S. Sundelius, San Francisco.
Samuel H. Myers, Lockhaven, Pa.
B. Shaw Wool, London, Ont.
W. Treat, Biggs, Cal.
R. M. Hester, Dawson.
C. B. Tibbetts, Dawson.
H. A. Concannon, Dawson.
B in Manauense

Mr. R. M. Hester, of the above company, is one of those who look to Eagle City, 150 miles from Dawson, and containing a present population of about 1,000, to surpass the present Klondike metropolis in importance before the close of another season. It is on the American side, which in view of the unpopularity of the existing Canadian regulations and of those administering them, is in itself a great advantage. It is, too, the headquarters for the Seventy Mile, Forty Mile, American, Wolf and Mission creek diggings and the summer supply town for the heads of all these creeks, from which a good showing is next season anticipated.

Referring to the shipping at St. Michael when the Manauense sailed south, Mr. Hester says the Progreso will bring all her passengers back, as no up-river connection could be secured for them. The Brixham had just succeeded in landing her passengers when mid-July came, and the Danube was awaiting the return of the C. P. N. steamer from up the river.

One of Mr. Hester's companions from the interior was the lucky Van Bibber, from Woodlawn, who, according to his friend's report, went into the Klondike only about one year ago, worked the winter through and then sold the claim in which he was interested for $58,000 cash.

Another hotel finding favor in the eyes of the returned argonauts was the Occidental, where are quartered:

E. C. Barlow, Dawson.
Peter Alix, Lathrop, Cal.
J. M. Hayes, Charleston, Ills.
W. C. Ballard, De Soto, Mo.
E. S. McClaim, De Soto, Mo.
C. H. Keithley, Woodland, Cal.
R. Hogzboom, Woodland, Cal.
Arch. Martin, Germantown, Pa.
J. M. Main, Swayze, Ind.
George Greigson, San Francisco.
Albert Willis, Chicago.
Ben Cook, Council Bluffs, Ia.
Gus Le Bou, Danville, Ills.

E. C. Barlow, of this party, had so much gold that a double team express had to be sent to the steamer for it. The De Soto brothers-in-law, Ballard and McClaim, declined to admit the gold that they were known to have secured. They have been in constant fear of robbery, their friends explain, ever since they left the camp.

J. M. Hayes, of Charleston, is one of the solid men of El Dorado, and of Sulphur creek, and one of the pioneers of the latter, which he counts upon equalling if not surpassing El Dorado. He is strong in his condemnation of Gold Commissioner Fawcett, whose administration, he alleges—and all the others at the Occidental concur—is "rotten to the core—both dishonest and utterly incompetent." Mr. Hayes was one of the promoters and heaviest backers of the river transportation scheme of which the ill-starred Moran fleet were to form a part. He is now convinced that they could not have proved serviceable had they reached the river—as well as that they were too frail in construction ever to have been sent North.

The home-coming of Archie Martin is an inexpressibly sad one, he having been in the treasure land only long enough to complete his plans for a return. His brother, Thomas H. Martin, was half owner of 45 below on Bonanza creek, which proved so good a property that Archie was sent for to assist. He reached Dawson on June 10 but only to find his brother in hospital, and so far toward the grave with Bright's disease that an immediate return home was imperative. Together the brothers started back by the first down-river steamer. St. Michael was reached without an apparent change for the worse in the sick man's condition. The Manauense had not more than got to sea, however, when he died, and when the steamer called at Dutch Harbor the remains were placed in a grave in the little cemetery there with simple but none the less impressive ceremony. The deceased was but 28 years old and counted as worth $75,000 in the Klondike and had intended coming out next summer to rejoin his wife and children in Pennsylvania, who, until the telegraph told them the sad news today were not even aware that he was in other than the best of health. The health of the entire camp is not of the best at the present time, owing to neglect of sanitary precautions.

The Queen's, of course, has its share of the just returned, among those registered here being the following:

Thomas H. Gemmell, Dawson.
Martin Dunsmuir, Dawson.
J. M. Ogilvy, Dawson.
David Dobson, Dawson.
Robert Haddon, Dawson.
Thomas Blakely, Dawson.
W. W. Wilson, Salt Lake City.

Mr. Ogilvy has left his father at their joint claim, and came down with $8,000 in dust. He says that so many are coming out that supplies can be bought in the Klondike at present from the disappointed ones or fearful ones for what the outfits would cost in Victoria. For all this there is very tangible reason for fear of a food shortage during the approaching winter.

Mr. Voss's other house—the Hotel Victoria—has among its Klondikers these four well known gentlemen:

H. C. Colver, Seattle.
C. W. Ferris, Seattle.
F. D. Van Wagener, Seattle.
W. C. Martin, San Francisco.

There was not a man on board the Manauense, who had been to Dawson but had something to say of the mining laws and the administration of them. All condemned the laws and the officials, some in very strong terms. Among the more moderate was Mr. H. V. Colver of Seattle, but even he was pretty severe. A man who has been in the Yukon country all winter, he said, was naturally anxious to hear from his friends, and business associates. When the mail does not arrive as frequently as it should, it will be all the more welcome when it did arrive and the men could not get their letters, it was even worse. This was, nevertheless, the case. Mr. Colver instanced a case where a man had gone to the post office over twenty times and each time been told that there were no letters for him. Finally the clerk did find the man's letters; they had been there the whole time. It was very often the case that a man was told there were no letters for him, before the clerk had as a rule taken the trouble to look, and then asked to look, gave far from civil answers.

This was not the greatest abuse, however. The officials seem to have a lot of friends, who they favored in the way of surveying and recording claims, whenever a new discovery is made. In some cases they even managed to deprive the discoverer of his property.

The taxes, too, are a great burden. Besides the record fees and mining license, a man is compelled to pay a royalty on every piece of timber he puts in his cabin, and when he washes up his gold he is called upon to hand ten per cent. of it over to the Dominion government. It seemed as though the government wanted to get everything good for itself and its friends and take everything away from the hard-working miner.

These abuses have already done the country a great deal of harm, Mr. Colver says, and unless a change is made fully half of the men now in Canadian territory would move over to the American side. The Americans, he wished it understood, were not the only ones to complain. Canadians, and in fact all the men in the country were condemning the government, the laws and the officials, just as severely as were the Americans.

Asked as to the amount brought down on the Manauense, Mr. Colver, said the gold and drafts combined would not exceed a million dollars.

Mr. W. J. Martin of San Francisco, brought down a fairly heavy sack, about $10,000, the result of a season's work on the Discovery claim on Bonanza Creek. He is also the owner of a claim on French Gulch, but has not more than prospected it. French Gulch, he says, is an extension of El Dorado Creek, and sufficient work has been done to show that the El Dorado pay streak extends up that gulch. Eureka Creek is another Creek, and Dominion and Sulphur are turning out well.

Mr. F. D. Van Wagener has been looking after some interests on El Dorado Creek, having been engaged for the purpose by claim owners.

The New England has among its fortune winners J. H. Bush, of Mesa City, head of the Arizona homeward bound contingent, and the most successful of the bench digging workers above Bonanza. The registrations from the North at this hotel were:

W. J. Jones, Port Townsend.
H. J. Gibson, Fargo, N. D.
H. C. Gulteau, Los Angeles.
C. C. Gilmer, Portland.
George Westfall, Tucson, Ariz.
J. H. Bush, Mesa City, Ariz.
William Cox, Phoenix, Ariz.

Sixteen of the new arrivals are at the Wilson, including the lucky Wisconsin trio, Theo Franz, of Tacoma, and D. Nicholson, of Nanaimo, who went in last season with a large supply of shoes, and has made a neat fortune by trading and in the handling of properties on Dominion and Hunker creeks. F. Neaves is also at this hotel, he being the gentleman sent in last year by B. Williams and other Victorians. He does not bring back a very large sack of his own, but had the custody of about $15,000 of other people's gold. He as well as Mr. Frantz assert that no supplies will get up to Dawson this year by way of St. Michael.

The Wilson register shows the names of the following:

D. Nicholson, Nanaimo.
H. Thompson, Seattle.
J. B. Rogers, Baker City, Ore.
L. G. Mickles, St. Louis, Mo.
H. Devine, Seattle.
N. F. Cowden, Seattle.
N. B. Holmes, Brockton, Mass.
P. Peterson, Seattle.
C. Stephen, Rampart City.
F. Neaves, Dawson.
W. H. Egglestone, Dawson.
Theo. Frantz, Tacoma.
Peter Kenney, Dawson.
P. J. Holland, Dawson.
Chrls. O. Toole, Dawson.

Last but not least to be mentioned is the Oriental, with its quarter of a ton of gold, divided among the following, all of whom register from Dawson:

Dr. Edwards.
W. S. Leonard.
H. Dozer.
George F. Hooper.
John Dawson.
B. Richards.
H. Elwell.
W. C. Beecher.
H. G. Matthews.
George Dawson.
J. W. Dawson.
C. G. Kaird.

Mr. George Dawson is the pioneer of this party and one of the veterans of the Klondike. He is heavily and profitably interested not alone in the old standbyes, El Dorado and Bonanza, but in Indian river and Barlow creek as well. The latter empties in to Clear creek, which in turn contributes its waters to the Stewart 90 miles, and is regarded as one of the very promising streams.

Of the returned Victorians a partial list includes the names of Lionel C. Barff, who was the only one of the Huhlbert party to get through; and who has done fairly well in the Northland; F. Neaves, already mentioned; W. Gillespie, formerly mate of the C. P. N. steamer Maude and now a prosperous claim owner on Hunker creek; H. T. Shotbolt, J. Ayres and James Todd of Cedar Hill. They report that Richard Brown is coming down on the Danube with 150,000; while James Daley, a brother Victorian and a fellow-traveller, has an equally snug fortune stowed away in his gold sack.

Few of the returned miners are selling their gold here, the local banks offering, it is said 75 cents and a dollar less than can be had at the assay office in Seattle. Of the Manauense's passengers, 119 with their treasure cross over to the Sound by the City of Kingston this morning.

DEATH OF REV. DR. SMITH.

A Well-Known and Distinguished Clergyman Gone to Rest.

On the 25th ult., Rev. Dr. J. C. Smith died at his home in Guelph, Ont. The deceased gentleman was very well known in Victoria, having had charge of St. Andrew's Presbyterian church for some time. The following sketch of his career is taken from an Eastern Exchange:

"Deceased was born in Aberdeen, Scotland, in 1835. He was an only child, and his father was a prominent man in the city. When the subject of this sketch was only ten years of age, his father lost his life by drowning while out yachting with some friends. Dr. Smith received his primary education at the famous training school of Aberdeen. Afterwards he attended Marischal college, affiliated with the University of Aberdeen. Some friends of the doctor, while in attendance at school, came out to Canada, and they induced him to follow and finish his education at Queen's college, Kingston, where he received the degree of M. A. in 1861.

As a student Dr. Smith put in a lot of missionary work. He labored with much acceptance on the Upper Ottawa, among the rough lumbermen of the district, the earnest exhortations of the brilliant young Scotchman had a beneficent effect, and his visits were always welcome. After his ordination he was called to the congregation of Cumberland and Buckingham, 18 miles from Ottawa, where he remained for three years. It was while in the pastoral charge of that congregation that he married Miss Emily G. Petrie, third daughter of Archibald Petrie, a retired officer of the Royal Navy, who had come to Canada and purchased an estate near the Capital. From Cumberland and Buckingham Mr. Smith went to Belleville, where he filled the pulpit of the leading Presbyterian church for four years. A call to St. Paul's church, Hamilton, was then accepted by him, and the early seventies found him laboring with zeal and ability in the ambitious city. In 1876 Dr. Hogg, the much esteemed pastor of St. Andrew's church, Guelph, passed away, and Rev. J. C. Smith, whose fame as a pulpit orator was already widespread, was asked to preach the funeral sermon. So touching and powerful was the oration that a few months later the congregation extended a call to Mr. Smith, and in July, 1877, he was inducted into the pastoral charge of St. Andrew's church. His after career is familiar to the readers of Guelph, faithfully he labored in the interests of his flock, the humblest and poorest will to-day sorrowfully attest.

The Guelph papers contain the most kindly references to the deceased gentleman.

Surviving Dr. Smith are a widow and six children—one son and five daughters. His daughters are Mrs. E. P. Hawkins, Euphemia, Catherine Georgina, Lucy H., and Emily Madeline. His only son, Leonard, is a member of the business staff of the Guelph Herald.

MUSIC BY MOONLIGHT.

The Arion Club Entertain Thousands At Their Annual Boating Concert.

Victoria's great male choir, the Arion Club, had perhaps the largest audience they have yet sung to when, yesterday evening they gave their annual open air concert for sweet charity. The auditorium was unlimited as to extent, roofed by the cloudless sky, and lighted by the moon still at her full, with myriads of gaily colored lights on a constantly shifting, kaleidoscopic parade of boats that carried half of Victoria out to the Gorge for the occasion. Such a night was made for the combination of moonlight, the fairy canoe, congenial company—and good music.

That the club was abundantly equal to the providing of the latter may readily be imagined. In several of the numbers given they were assuredly at their best, although in others the very unusual circumstance for them of a weakness of the bass seemed noticeable. The programme had been arranged with due appreciation for the popular inclination on such a glorious evening, and afloat—with twelve songs in all including the introductory couplet. These embraced the romantic, the descriptive, the humorous and the gay in agreeable variety. In the sweetly melodious "Thuringian Volkslied" (Abt) the tender passages were heard with a delightful delicacy of shading notable also in the immediately following number—Mendelssohn's "Love and Wine," given with remarkable precision and containing a baritone solo faultlessly sustained. "The Soldier's Love" (Kuchen) and "Stars of the Summer Night" (Hatton) were among the other gems, while the old but always welcome "Estudiantina" (Lacome) and "Soldier's Farewell" (Kirkel) sent home passengers and crews of the pleasure flotilla with sweet familiar strains lingering in the mind and ear.

The others numbers on the evening's programme were the prelude, "To Song" (Sophr), Jungst's dainty spinning song "The Dance" (Otto); "Oh Sorrow Not" (Truhn) "Dr. St. Paul" (Zelter); and Dr. Arne's "Carnival Song."

RAILWAY MIX UP.

Passenger Train in Collision With a Switching Outfit—One Brakeman Killed.

South Norwalk, Conn., Aug. 4.—Westbound way passenger train No. 59, leaving New Haven at 3 p.m. and due in this city at 4.07 p.m., collided head on this afternoon with a switching freight train from the Danbury division on the Washington street bridge. One man, C. B. Davis, a freight brakeman, was killed. The engineers and firemen on both trains were more or less injured, while the passengers suffered a severe jolting. The wildest rumors prevailed and all the physicians from the city were summoned. The two locomotives were wrecked and several cars derailed. The cause of the accident has not been determined.

A TRIO OF KLONDIKERS

Three More Arrivals From the Yukon Reach Victoria on the Tees.

Large Sums Represented in Gold and Drafts.—Big Salmon Packs —Cassiar Elections.

More gold came from the North on the C P.N. steamer Tees yesterday, having in the main been brought south by Mr. F. M. Rattenbury, of the Lake Bennett and Klondike Navigation Company, and A. W. Robinson, A. J. Krouert and S. W. Nickerson. The total amount in dust and drafts brought by the steamer can hardly be arrived at, as several who had wealth kept it in their possession the entire trip, so much so that in one instance, a lucky man never left his cabin from the day he took voyage until his arrival here. The crew of the Tees say that one of the passengers represented a couple of hundred thousand dollars in drafts, but this amount would probably represent much more than the whole amount brought down.

The steamer did not connect with any of the lake fleet, and she is over a week from Skagway, having made calls at many of the British Columbia ports. She brings the latest news concerning the salmon packs on the northern rivers. Several of the Skeena river canners, it is said, did not prepare for so large a run of fish as is now on and have run short of cans. Cunningham's canneries are an instance of this and they have been obliged to send fish down to Lowe Inlet to be canned. It seems as if the Skeena, which last year contributed, when compared with some former years, a very small percentage of the total salmon back, is more alive with fish than for many seasons, and is likely to produce a bigger pack than Rivers Inlet. When the Tees sailed there were the following packs on the Skeena: Inverness, 14,000 cases; North Pacific, 16,000 cases; Cunningham's, 12,000 cases; Aberdeen, 10,000 cases; Carlisle, 11,000 cases; and Standard, 15,000 cases. The Lowe Inlet cannery had 7,000 cases and the Alert Bay cannery 4,800 cases, while at Rivers Inlet the R. I. C. had 14,000 cases; the Victoria, 12,000 cases; Wharncock, 14,000 cases; Brunswick, 17,000 cases; Good Hope, 20,000 cases; Wadhams, 19,000 cases; and Green's, 7,500.

At Port Simpson when the steamer sailed much excitement prevailed over the approaching elections to be held tomorrow.

Further news of the Mona wreck, near the Stikine was received by the Tees. It will be remembered that the previous report was received via Seattle and was more or less of a "roast" on the skipper of the ocean steamer Fasnet, it being stated that he ignored the distress signals of the Mona. This was not the case, however, for according to the story told Capt. Gosse, the Fasnet as soon as it was discovered that the Mona broke her hawser attempted to rescue her. The Stikine Chief, she also had in tow at the end of a long hawser and in order to render the assistance of the Mona this vessel was lashed close alongside its bigger craft. The result of this was disastrous and to save the Stikine Chief the Fasnet had to make for anchoring grounds. While doing so the Mona's fog was scaled on the eastern shore of Bishby Island.

The Tees brought down a Chinese prisoner, named A. L. Sing, from Rivers Inlet, who was sentenced to serve four months' imprisonment for supplying liquor to Indians. She had among her passengers Private Wm. G. Ayling, of No. 1 company, R. R. C. I., who is returning home on sick leave, being the first of the Yukon military contingent to be sent back. He contracted a severe attack of rheumatism, brought on by continuous rain, and was sent home by Col. Evans, who with 100 men, left on foot from Teslin towards the end of July and should now be at Fort Selkirk. Accompanying the party were Miss Hanna, Miss Pason and Faith Fenton. Mr. Ayling reports 125 men now at work on the Teslin trail.

No sooner had the Tees arrived than orders were given her to commence to re-load for a return trip. She will sail this evening.

ARRIVAL OF SPANIARDS AT NOOTKA.

To the Editor: Before proceeding with any further description, it may be stated that during the first few years of the sea otter trade, whilst carried on by British officers and sailors, there had been no difficulty in dealing with the natives. The crews were under good discipline. As soon however, as the Boston traders and the Spaniards appeared, the natives became distrustful and troublesome. In 1788 two vessels, under the United States flag, arrived and wintered at Nootka. Be this as it may, Captain Meares made arrangements with Chief Maquillan to receive the land required by him, and permission to have a party of workmen ashore, who were supposed to be provided with adequat protection against the natives. The bargain was closed by Captain Meares presenting to Maquillan an elegant pair of pistols, on which the chief had apparently set his eyes. Chief Callicum and the ladies of his family were also furnished with suitable presents, the sweetly melodious "Thuringian Volkslied" (Abt) in the tender passages were heard with a delightful delicacy of shading notable also in the immediately following number—Mendelssohn's "Love and Wine," given with remarkable precision and containing a baritone solo faultlessly sustained. "The Soldier's Love" (Kuchen) and "Stars of the Summer Night" (Hatton) were among the other gems, while the old but always welcome "Estudiantina" (Lacome) and "Soldier's Farewell" (Kirkel) sent home passengers and crews of the pleasure flotilla with sweet familiar strains lingering in the mind and ear.

The others numbers on the evening's programme were the prelude, "To Song" (Sophr), Jungst's dainty spinning song "The Dance" (Otto); "Oh Sorrow Not" (Truhn) "Dr. St. Paul" (Zelter); and Dr. Arne's "Carnival Song."

RAILWAY MIX UP.

Passenger Train in Collision With a Switching Outfit—One Brakeman Killed.

South Norwalk, Conn., Aug. 4.—Westbound way passenger train No. 59, leaving New Haven at 3 p.m. and due in this city at 4.07 p.m., collided head on this afternoon with a switching freight train from the Danbury division on the Washington street bridge. One man, C. B. Davis, a freight brakeman, was killed. The engineers and firemen on both trains were more or less injured, while the passengers suffered a severe jolting. The wildest rumors prevailed and all the physicians from the city were summoned. The two locomotives were wrecked and several cars derailed. The cause of the accident has not been determined.

the 6th of July, a Spanish ship of war, the Princessa, commanded by Don Stephen Joseph Martinez (pronounced Martee-neth), mounting 26 guns, which had sailed from San Blas, Mexico, arrived at Nootka, and was joined by a Spanish "snow," named San Carlos, of 16 guns, which vessel had also sailed from San Blas, loaded with cannon and other warlike stores.

From the time of the arrival of the Princessa until the 14th of May, mutual civilities passed between Captain Douglas and the Spanish officers, and even supplies were obtained from Don Martinez for the use of the ship. On the 14th, Captain Douglas was invited on board the Princessa, and, to his great surprise, was informed by Don Martinez that he had orders from the King of Spain to seize all ships and vessels he might find upon that coast; and that he, the commander of the Iphigenia, was then his prisoner. Don Martinez thereupon instructed his officers to take possession of the Iphigenia, which they accordingly did, in the name of His Catholic Majesty. The officers and crew of that ship were immediately conveyed as prisoners on board the Spanish ships, where they were put in irons and otherwise ill-treated.

As soon as the Iphigenia had been seized, Don Martinez took possession of the lands belonging to Captain Meares, on which the buildings before mentioned had been erected, hoisting thereupon the standard of Spain, declaring at the same time that all the lands on the west coast of America, comprised between Cape Horn and the 60th degree of north latitude, did belong to His Catholic Majesty. He then proceeded to build batteries, storehouses, etc., in the execution of which he forcibly employed some of the crew of the Iphigenia, and many of them who attempted to resist were severely punished. Whilst the Spaniards had possession of the Iphigenia, "she was stripped of all the merchandise which had been provided for trading; also of her stores, provisions, nautical instruments, charts, etc., and, in short, every other article which they could conveniently carry away (excepting 12 bars of iron), even to the master's watch and articles of clothing."

The denouement of the Spanish policy, and the extravagant claims of Spain in 1788-89 on the west coast of Vancouver island, as proclaimed under the shadow of the Spanish standard, appears to be of special interest at the present time, and may, with your permission, form the basis of another short article.

ALEXANDER REGG.
Author of History of B. C.

THE RETAIL MARKETS.

Flour, Wheat, Oats and Barley Depreciate in Price, While Corn Advances.

The first of this year's bountiful wheat crop was sold in the local market yesterday, being the product of ranch from Cedar Hill. It is of a fine grade, large, firm and of good color, and should find a ready sale. The quantity from this out will be increasing every day, as already in different parts of the country the thresher has commenced its work. In view of the harvests, there has been a general rise in confidence, and in sympathy with the movement, flour and hay have dropped a few points. The latter article grown on the island always commands more money than that from the Fraser, for the reason, merchants claim, that it is better cured, not having been allowed to stand until the substance is all dried up. As regards grain, however, a remarkable feature of the market is that, while wheat, oats and barley have depreciated in the neighborhood of $2 a ton, corn has advanced, owing, it is thought, to the weather conditions in the corn-growing states. Fruits are gradually improving in stock. Island apples are now outselling those from California, and are quoted at 35 cents per box less. Dairy products remain stationary. The fact attributable in the measure to the number of creameries now in operation throughout the province, which tend to keep prices steady. In other lines no changes whatever are reported this week.

Flour—Ogilvie's (Hungarian) per bbl.	$ 6 50
The current retail prices are as follows:	
Lake of the Woods (Hungarion)	6 50
Snowflake	6 00
Premier	6 50
Three Star (Armstrong)	6 00
Four Star (Armstrong)	6 00
XXXX (Armstrong)	6 00
Graham, per 10 lbs.	35
Wheat, per ton	30.00@32.00
Buckwheat, per 10 lbs.	40
Straw, per bale	60@75
Onions, per lb.	2½
Oats, per ton	28.00@30.00
Barley, per ton	28.00@30.00
Middlings, per ton	22.00@24.00
Ground feed, California, per ton	25.00@28.00
Corn, whole, per ton	26.00@28.00
Corn, cracked, per ton	27.00@28.00
Cornmeal, per 10 lbs.	25
Oatmeal, per 10 lbs.	40@45
Rolled oats, 7 lbs.	35
Cabbages, per lb.	2@2½
Potatoes, per cwt.	$1.25
Rhubarb, per lb.	3
Tomatoes, per lb.	8
Cheese, per lb.	15@20
Hay, baled, per ton	15.00
Eggs, Island, per doz., strictly fresh	35
Eggs, imported, per doz.	20@22½
Butter, fresh per lb.	20@22½
" Dairy (Eastern) per lb.	25
" B. C. Creamery, per lb.	27
Hams, Canadian, per lb.	16
Hams, American, per lb.	15@18
Bacon, American	16@18
" Rolled, per lb.	14@16
" Long clear, per lb.	12½
" Canadian, per lb.	14@16
Shoulders, hams, per lb.	12½
Lard, per lb.	5@7½
Sides, per lb.	7½@8
Veal, per lb.	10@15
Mutton, per lb.	10@15
Mutton, carcase, per lb.	9
Pork, fresh, per lb.	9@12½
Turkeys, per lb.	20@22
Geese, per lb.	18@22
Fruits—Apples, per box	2.00
Apples, Island, per box	1.65
Lemons, California, per doz.	20@25
Oranges, Mediterranean	20@35
" St. Michael's	20@25
Peaches, per lb.	10
Apricots, per lb.	10
Pears, per lb.	8
Raspberries, per lb.