THE DANUBE'S ESCAPE.

She Came Near Being Seized Because of a Jack-in-Office Visiting at Dyea.

Queer Order of an Individual Claiming to Speak by United States Authority.

The report that the steamer Danube, of the C.P.N. Co.'s fleet, had been put to considerable difficulty at Dyea through the American customs officers there stationed, constituted the principal item of Klondyke intelligence yesterday. The steamer, in command of Captain Meyers, had called at Union in the morning, and a passenger had found time during the stay at that port to telegraph to Secretary Elworthy, of the board of trade, that trouble had been experienced and that threats had been made of seizure. The exact character of the difficulty was not stated, although it was suggested that an immediate meeting of the board should be convened to formulate a protest. It was generally believed that the trouble had arisen through the fact that Skagway had been found a more convenient point of debarkation although Dyea is the established subport of entry. This according to the customs officials here should have occasioned neither delay nor unpleasantness, as the Danube's official papers were all in order and it would be necessary simply to place an American official on board to superintend the discharging of the cargo—in the same manner as American vessels are quite frequently permitted to discharge at Cadbora or Telegraph Bays, with an officer from the customs house here accompanying them. In the absence of definite information as to the cause of complaint nothing could be done save to watch with such patience as might be commanded, for the appearance of the Danube in port.

The Danube arrived close on the heels of the Queen, when the full particulars of her collision with the American eagle were forthcoming. J. Roderick Robertson, general manager for America of the London and Canadian Gold Fields, who went north in its interest, tells the story thus:

"The danger of an international tangle was narrowly averted by the common sense displayed by United States Customs Inspector Smith of Mary Island, Alaska, and the coolness and firmness of Captain Meyer of the Danube. Her decks crowded with miners, horses and freight from Victoria, the Danube arrived at Mary Island on the 6th inst. and was boarded by Inspector Smith, who proceeded with her to Dyea.

On the arrival of the vessel at Skagway bay, Dyea inlet, Inspector Smith pointed out the spot, near the wharf, and a short distance from the shore, where the preceding vessels—the Queen, Rosalie, Islander, Tees, etc.—had anchored to discharge their freight and passengers.

A meeting had been held on board the Danube before her arrival at Dyea Inlet, at which it was unanimously decided that every one should assist in helping to land the freight. This was a mutual benefit, the miners as well as the ship being anxious to get away, the former to rush over the mountain and along the lakes and rivers to Klondyke before the dreaded winter set in, the steamer to thread the intricate passages leading to the south, and perchance take on another load of hardy miners.

The unloading was proceeding merrily, "tenderfeet" getting "tender-necked" as well, all hands carrying sacks of flour, sides of bacon, boxes of crackers, stoves, boats (canvas), etc., etc., from low water to high water mark, an interminable distance this seemed to many, even the "old-timers" beginning to blow a bit and to look out for light packages and easy loads, for all the horses and passengers and half the freight had been put ashore, when word spread like wildfire that the Danube had been seized by the American customs inspectors, others said she, with the balance of her cargo, had been ordered to Juneau, others again said she had been ordered to 5 miles further up Dyea inlet, where there had been an Indian hut, but no town. To put it mildly, this created little short of consternation. It meant half one's goods at Skagway, Dyea Inlet, and the balance at Juneau or elsewhere, the strong possibility being that some of it would be mislaid and lost, for there are no storehouses in Dyea Inlet (and no bureau of information for lost or stolen goods!), and in any case it meant the certainty of weeks' detention (with exposure of goods to bad weather, rain, etc.), possibly for all winter. The scows constantly bringing freight back from Dyea rocks (which was taken there by the vessels first coming up) are said to be all booked for a long time, charging up to 1½c. per pound, i.e. $60 per ton to take freight four miles or so on the inland waters of Dyea Inlet, the owner taking delivery at the water's edge, often having to wade to the scow, which is stuck fast in the mud some distance from shore!

The older hands at once seized the opportunity (and the younger men were not slow in also taking this chance) of a "hitch" in unloading the Danube, to cease work and to hold indignation talks. Cancellation of miner's rights to American citizens, whilst in Canada, closing the trails at the Canadian frontier (whenever that may be) to American goods, all sorts of retaliation was mooted and gloated over. If it had been left to some of those Canadian-British miners of the Danube to decide, Uncle Sam's progeny would have had no show on the Klondyke. But most of the miners declined to believe there could be any trouble. Had they not an American custom house officer on board? Inspector Smith! Had they not a permit to Dyea Inlet and return to Mary island? What more could they want? But they were wrong, there had been serious trouble and threats used to a British captain of the seizure of his vessel, which danger had only been narrowly averted by Inspector Smith's explanations and Captain Meyer's adherence to his rights as shown on his permit and clearance papers.

It appears that the trouble arose from a gentleman, stated to be an ex-United States customs deputy, who had followed the Danube from Juneau and boarding her had ordered Captain Meyer to cease unloading and to proceed at once further up Dyea Inlet to a spot where there was no good anchorage, no wharf and no shore to land goods on only rocks. This was after the Danube (with a customs inspector on board) had been unloading for nearly twenty-four hours and had got most of her cargo on shore! All her horses had been landed but no feed! Captain Meyer stated he had authority from United States Customs Inspector Smith who was then on board to unload at the place he was discharging. Under these circumstances Captain Meyer continued to unload at Skagway Bay, Dyea Inlet. Subsequently, about two hours later the ex-inspector returned with other officials and one of these, a customs inspector, who stated he was in charge at Dyea, but whose certificate only read deputy collector for Alaska (neither Inspector Smith nor Capt. Meyer had been officially notified of his appointment) ordered Capt. Meyer to take the Danube back to Juneau (10 hours run) and on Capt. Meyer refusing to carry out such orders, this inspector from Dyea, instructed United States Inspector Smith, on board, to seize the Danube which Mr. Smith declined doing not recognizing the Dyea inspector's authority.

This was too much, the vessel was getting crowded with customs officers whom Inspector Smith claimed had no authority from the collector at Sitka to act as they threatened to do. Finally owing to Inspector Smith's common sense and true patriotic spirit and to Capt. Meyer's coolness and firmness the Danube was left at peace and the balance of the freight was unloaded. Just as the steamer started back south, the Al-Ki, an American vessel, anchored alongside at Skagway Bay, Dyea Inlet, and at once proceeded to unload her cargo without let or hindrance. Is there one regulation for American vessels and another for British? are the latter to be ordered away seized and subjected to vexatious delays, whilst American vessels may clear and discharge where they like? The vessels just preceding the Danube, i.e., the Queen, Rosalie etc., (American vessels), and the Islander, Tees, etc., (British vessels), had all also landed cargo and passengers at Skagway.

The Indian hut which has been styled Dyea is about five miles futher up the Dyea inlet than Skagway bay. There is, I am informed, no wharf, storehouse or landing stage. Vessels are unable to anchor within three miles of Dyea and in rough weather have to fly to Skagway for shelter! Freight is just dumped on the rocks; horses have to swim for it. The trail at this point is passable for Indians, but is said to be impassable for horses with packs on their backs. Freight dumped on these rocks by the first steamers is being slowly brought round to Skagway on scows! And this is the point it was sought to carry off the remainder of our cargo and the feed of the horses to! Our miners might, and probably would, have been detained weeks and put to expenses enormous in getting their supplies together, and after all perhaps only to find themselves, owing to the delay, caught in the worse than Siberian winters on the frozen lakes. Thus one-sided officialism might in this way have even caused loss of life. It undeniably would have cost much money, in some cases forcing the poorer men to forego altogether their journey, upon which they had staked their all. A reference to the United States charts will show that the position of Skagway Bay is at the head of Dyea Inlet.

Americans are given equal rights on these Canadian gold fields, whereas they rigorously exclude Canadians and other "aliens" from American mining claims and properties. If vexatious incidents like these are to recur, recrimination will ensue and pressure will be brought to bear on the Canadian government to copy American mining laws and so exclude American miners from Canadian soil, even as they exclude Canadians, etc., from America already.

The fine weather has aided the miners at Skagway, and all are well, and at present working together harmoniously. Several quiet talks showed, however, that the Corliss amendment, passed by the United States Senate and House of Representatives (although vetoed by President Cleveland), whereby Canadians were excluded from work in the United States was remembered by Canadians and other "aliens," whilst it was openly stated by some hotheads that if the Klondyke is not now in the U.S.A., they would soon see that it is included under the Stars and Stripes.

It will require cool, firm, clear-headed men and governments to manage this rush of miners, etc., of different nationalities, speeding over dangerous and contested ground to the goldfields of the Klondyke, Yukon, Northwest Territory of Canada."

The Highest Position

In the Dominion of Canada.

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"For feeding exhausted nerves, building up the strength of the body, giving a natural and healthy appetite, and as a refreshing sleep, Pain's Celery Compound stands to day without an equal in the world.

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FOULKES THE STAR.

How He Loomed Up Victorious Over the Tennis Net at Tacoma.

His Chop Stroke Was Too Much for Hurd—The Junior Tournament.

The Post-Intelligencer's Tacoma correspondent furnishes his paper with a graphic account of the closing scenes in the tennis tournament at the City of Destiny, in which J. F. Foulkes, of Victoria, emphatically demonstrated his right to the title of tennis champion of the Northwest Coast. It proceeds:

"J. F. Foulkes defeated George A. Hurd to-day, thereby winning for the second time in three years the handsome Thorne cup which carries with it the tennis championship of the Pacific Northwest. The result was a surprise to a number of people, who had figured that the Seattle man was next to invincible on clay courts. He defeated Foulkes twice in Seattle last month, and it looked as if he would repeat his victories to-day. Foulkes, however, played almost faultlessly, and, profiting by the experience gained in Victoria last week, kept forcing Hurd to use the back-hand stroke, which is his only weak point, because in his returns he is compelled to lob, which gives a smart placer like Foulkes an opportunity to win many points. Time and again Foulkes would return the ball with his chop stroke, advancing to the net when he knew Hurd would lob short. The score of the match was 6-1, 4-6, 6-0, 6-2.

"The match was called at 4 o'clock. Foulkes was apparently as cool as an iceberg, placing his strokes with great accuracy. He ran the set up to four-love, but Hurd took the next game on a series of well placed drives across the court. He could not keep up the pace, though, the Victorian taking the next two games and set by a score of 6-1.

"After a seven-minute rest the players reappeared, Hurd this time having the north court. The sun was sizzling hot, affecting both players, Foulkes apparently more than Hurd, as during the next set he played listlessly, allowing points to escape him that would, ordinarily, be easy to get. Hurd was quick to notice this, and with his brilliant drives and strokes, took the set, 6-4.

"This caused his stock to rise and gave his supporters new life. During the seven minutes' rest Pooley, Foulkes' double partner, gave his man a rub-down and made him drink a glass of stimulant. The effect was instantaneous, for when Foulkes appeared on the favorite north court, his movements were agile and his eye as bright as a dollar. He won the set easily with six games to Hurd's none.

"The last set was replete with fine rallies and brilliant plays, in which Foulkes was the star. He took the first four games. Hurd took a brace and won two successive games, but he could not keep up the pace, Foulkes taking the next two, which gave him the set, match and championship.

"To sum up the match, Foulkes won by superior head work, well placed smashes and careful, steady play. He depended on his steadiness in returning Hurd's drives and back-handers. Hurd played as if he was tired, his strokes lacking the dash that usually accompanies them. More than once he passed Foulkes when that player had placed lobs within an inch of the service line. There is hardly a doubt that next year these two stars will enter the championship games at San Rafael, Cal., playing in both the singles and doubles. The writer, having witnessed the play in both places, is of the opinion that Hurd and Foulkes will gather in both events should they enter.

"In the mixed double finals Miss Frere and Mr. Foulkes showed their steadiness and good team work by taking two out of three sets from Miss Struve and Mr. Hurd. The Seattle pair won the first set in really brilliant play, in which Miss Struve and Miss Frere shared the honors with their expert partners. In the last two sets the Victoria couple steadied down and won two well contested sets.

"At the conclusion of the championship singles Mr. C. S. Milliken presented the winners with the handsome prizes and trophies offered by the club.

THE JUNIORS' TOURNAMENT.

The tournament of the junior opened yesterday with an interested concourse of spectators at the courts, and some very good play during the afternoon. The results in the matches played, with fixtures for to-day, are appended:

YESTERDAY'S EVENTS.

S. Johnson, rec. 15.1, beat G. H. Wilson, scratch.

R. Hayward, owe 4-6 of 15, beat S. Powell.

F. T. Cornwall, scratch, beat S. Patton, rec. 30.

C. W. Gamble, owe 15, beat T. G. Wilson, owe 15.2.

R. Powell, owe 15.4, beat R. Wilson, owe 2-6 of 15.

R. Hayward, scratch, beat N. Wilmot, rec. 15.

C. Trimen, scratch, beat C. Pooley, rec. 2-3 of 15.

A. J. Kitto, scratch, beat R. D. Harvey, owe 15.4.

Mr. Natanael Mortonson, a well-known citizen of Ishpeming, Mich., and editor *Superior Posten*, who, for a long time, suffered from the most excruciating pains of rheumatism, was cured, eight years ago, by taking Ayer's Sarsaparilla, having never felt a twinge of it since.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

Barber (instinctingly)—Your hair wants cutting the worst way, sir.

Sourby (in the chair)—That's the way you cut it the last time.—Judge.

"Is that province pacified?" asked the Spanish General.

"Yes," replied the officer. "Now that the inhabitants have whipped us for the third time they seem quite contented."—Washington Star.

(From The Daily Colonist, August 19.)

STEWART RIVER NOW.

Twenty Thousand In Gold For One Man In Three Days the Latest Report.

Victoria Klondykers Make Good Progress As Described In Letters Home.

Brief news of a big gold find on the Stewart river, one of the Yukon's greater tributaries, comes by a letter received yesterday by Mr. William Bryce. It bears out the predictions made all along by old Alaska prospectors, and will doubtless have the effect of turning the tide of nugget hunters from the Klondyke to the Stewart, and the creeks that flow into it. The writer is William Forrest, an old-time miner, well-known in Victoria and throughout the Cariboo district.

"The last news from the mining district," he writes from Skagway under date of August 9, "is of a man who took out ninety-six pounds of gold in three days on a creek forty miles on this side of the Stewart river."

He gives no details of the find further than this, but indicates that the news is accepted in good faith by all at Skagway, and that many are now heading toward the Stewart treasure ground. Concerning Skagway affairs, he says:

"The trail is not quite finished yet. A bridge across the large creek is expected to be completed to-day. Horses of any kind are in great demand at from $100 to $150 each. Some of the boys have sold their small horses at $100 each, after agreeing to get their own stuff over first. Men are here getting $7.50 a day. The charge for packing grub over is $20 per hundred weight. Passengers from other steamers who landed at Dyea are now paying to get their grub brought around to this bay. This is unquestionably the best place to land. Those who came up with us will get through as soon as lots who came up four or five weeks ago."

Many letters were received in this city by the arrival of the Danube, from those who have reached the Skagway camping ground or the trail beyond on their way to the rich diggings of the upper river. One of the most interesting of these is from J. Vaio, of the Victoria firm of Vaio & Brooks, to his wife, who confidently awaits his return with a fortune a year or two hence. It is written from Skagway on the 6th of the present month, and says:

"At this time of writing I am camping on the trail about two miles from the landing, waiting for the horses which we expect to-morrow. As soon as they arrive we will shift camp and push on along the trail. From what I can learn here the trail to the top of the mountain is not so bad as it has been made out, although a good many have already turned back and are going home, saying they have got enough. They are selling their provisions for whatever they can get for them, and I have been offered an outfit about seven miles up the mountain.

"Skagway lies about level with the water, and is about two miles wide on each side. For miles it is surrounded with mountains from 1,900 to 1,500 feet in height. There is no wharf here as yet suitable for any large vessel to land at. . . . We had to pack away our freight as soon as it was landed, or it would have been spoiled at high tide, which runs inland for about half a mile. The trail for miles from this place is lined with tents of treasure-seekers, some pushing on and others turning back. To-day the steamer George W. Elder arrived with 450 passengers; if they keep coming as they have been this week there will soon be enough people here to form a continuous line of camps to the summit of the dreaded mountain.

"Some of the passengers are staking out lots on the squatter plan, and are already starting to build log houses. Town lots can be taken and improved, or by living on them any person can secure a title as it is no man's land. I myself would squat if I was not in a hurry to get through to the mines, as I think there will be a good chance to make money almost in any business here next spring. I doubt if I shall be able to write soon again as we shall be on the trail with no means of sending letters out save that which changes may provide."

Another correspondent is James Phillips, whom rumor had as dead—kicked by a horse as the passengers and freight were being disembarked from the steamer on which he was a passenger from Victoria. He does not say anything about his decease in the letter, which is addressed to his brother and bears date of the 8th instant. Among other things, however, he does say that the trip up was a most enjoyable one, and Skagway is destined to be a great town in a very short space of time.

"Tell Ben Clay," the letter proceeds, "to bring all the horses he can get if he is coming, as he can sell them at once for $150 a piece. He can get all the work he wants too at $4.00 per day—I don't know what the wages will be later on. Dyea is no go now; this is the only place. It is useless to bring boats in; the people should understand that. We have all got in and built a bridge over the Dyea, so that makes the trip considerably easier. We have had a hard fight but are going to make it. Bob Bryce has got away to-day and will no doubt get through all right. Just now men can make $150 a day here by hauling freight four miles."

Another correspondent, who differs from Mr. Phillips on the question of the horse supply, is Mr. Anton Henderson, manager of the Victoria Transfer Co., who went up with a pack train, and has his hands full of business that contains a handsome profit. It is just possible that his opinion is not exactly unprejudiced, but in a letter to Mr. D. R. Ker he says that there are now a sufficient number of horses on the scene to do all the work that there is to be done, and no danger of a famine of supplies. The Brackman & Ker Milling Company, in common with other Victoria firms, received several large orders by the Danube, and are more than ever convinced that the spring outfitting trade is going to be very heavy. They have shown their confidence in this respect by placing large orders for Canadian and British goods suitable for miners' use, a considerable portion of these consignments being intended for sale to Seattle houses for retailing. The goods will be held here and sold in bond by the enterprising citizens of the Sound, who thus will be enabled to save their customers the annoyance of paying duties, and at the same time give them an advantage over the American goods they have heretofore been selling them.

The customs force for the North is heard from in a letter from Mr. T. R. E. McInnes, who is stationed at Dyea, and writes to his father, the Senator. On the date of writing the supplies for the party making their way to the lakes in charge of Mr. John Godson, were being forwarded by packers, Mr. Godson and his men having left three days before. They took with them only seven days' provisions, depending fully upon the packers overtaking them with supplies. Mr. McInnes' letter contains many interesting details of the life and characteristics of Skagway, but gives no definite news that has not already been related.

Joe Levy, in a letter to A. A. Aaronson dated on the 4th, says that he expects to reach the summit by the time his letter gets to Victoria. Jack Phillips, another member of his party had gone on before and it was expected would have the boats ready for the passage of the lakes by the time his companions were on hand to use them. The trail he describes as in fair condition, although many were waiting, for no apparent cause, instead of pushing on to their destination.

Thomas Tugwell, writing to Chief of Police Sheppard, confirms the report of the favorable condition of the trail, but gives no other intelligence of general interest.

James Pope, reporting to his old friend F. Carne, sr., as to the first stage of the trip, says he is still waiting at Skagway for the horses to take his belongings over the pass. He does not anticipate any especial difficulty, but has a word to say of the shiftless ones who seem content to pass their time away at Skagway, eating up their provisions, and whiling the hours away with cards and similar diversions.

Louis Casey, speaking with the voice of long experience, says that there are least two thousand men at Skagway and on the trail who are not properly outfitted to go anywhere—much less to as trying a country as the far North is in the winter.

Harry Howard, formerly with E. J. Saunders & Co., says that the Richardson party, of which is a member, sent their pack train of eight horses off for the lakes at 5 o'clock the morning after their arrival at Skagway.

Tom Shotbolt, writing to his friend Chadwick, has a word to say of the activity of Skagway, and from what he has seen of the trail does not regard it as especially formidable.

As to the ownership of Skagway, Charles Phillips in another letter to a Victoria friend, says there can be no doubt about it. Ben Moore, a relative of the old Captain, who has given his name to the favorite pass, has long ago complied with all requirements, and is in possession, as he has been for years. Anyone who wants to legally become possessed of a home at Skagway will have to deal with him.

Hugh Petticrew, the champion half-back, is confident as a man can well be of getting through, for writing from the base of the mountain on August 9, he says in conclusion, "Address hereafter 'Dawson City, N.W.T.'"

He also refers to the mountains back of Skagway, the terror of so many miners, as the hills, and otherwise make light of the tribulations along the route. He says in his letter home:

"We are six miles up the trail and by this time next week will be close on the top of the hill, and then have twelve miles from the lake which we expect to reach about the end of the month. . . . I should judge there are five hundred or more men on the trail, but we are keeping well to the front as we have the best horses on the trail and load three hundred pounds on them a trip, shifting camp four miles at a time. One man with a wagon and team was offered $2,000 for them, but he can make that in a week hauling goods. We can sell our horses for one hundred dollars apiece when we get through with them."

"They have organized a law and good order committee at Skagway," writes Mr. J. P. Byrne, "under the presidency of J. M. Kenny, of Seattle. All that they have done as yet has been to give his walking papers to Cleveland, the man who demanded to be paid for packing in the body of the young man from Seattle who was drowned."

THOSE WHO ARE YET TO GO.

Administrator Walsh to Go on the "Quadra"—The "Bristol's" Arrangements.

Among the Victorians now preparing to follow in the footsteps of the pilgrims are Fred White and J. St. Clair Blackett—both old Victorians, but more recently residents of Kootenay, from which district the exodus has already commenced. They go up to Skagway by the steamer Queen on Sunday next, taking with them a quantity of hay, oats, etc., with which they propose starting in business at Skagway as soon as they arrive there.

Another and very important party that will be leaving here shortly is that composed of Major Walsh, the newly appointed administrator of the Yukon and commander in chief of the Mounted Police forces, Justice McGuire and Registrar Aylmer. The Dominion steamer Quadra has been ordered to prepare for conveying the party to Dyea on the 20th of September, and the expectation is that the ice in the rivers and lakes will be sufficiently set by that date to permit the greater part of the journey to Dawson to be made in comparative comfort with the dog trains.

For those who wish to get to the Klondyke country with the least possible delay, comfortably, and at a moderate cost—and what gold seeker does not—the arrangements made by the charterers for the next northward voyage of the big steamship Bristol are unquestionably the most attractive yet presented, even in these days of keen competition for the profitable transportation trade with the North.

Mr. F. C. Davidge returned yesterday from Portland, where he had been perfecting details of the plan, and everything is now arranged most satisfactorily. Through the enterprise of Davidge & Co., fortune hunters will be able to go aboard the big ex-collier at the Victoria outer dock, transfer from her to her consort, the Eugene, at St. Michaels, and disembark at Dawson City—with no delays, no hazardous and toilsome climbing over mountains, no discomforts that are worthy of the name. The only expense is $300 for the passage, and this entitles the purchaser not only to his own transportation through to the gold fields, but to take with him three-quarters of a ton measurement of supplies.

This is the way it will be done. As soon as the Bristol returns from Dyea, which will probably be about next Monday, she will meet the well known Eugene, a Columbia river steamer from Portland, at Victoria. She will at once receive her passenger and cargo, and will sail on Tuesday the 24th, the Eugene being taken alongside, but under her own steam. On reaching St. Michaels the passengers and cargo have only to be transferred over the side of the ocean liner to the sternwheeler, which draws only 2½ feet of water and will therefore have no difficulty in going through to her destination without delay. Those who adopt this new and favorable route will have the satisfaction of getting to their destination long in advance of even the most fortunate of those who adopt the overland route, and without discomfort.

The Eugene is owned by the Portland and Alaska Trading & Navigation Co., and is a familiar craft to all who travel on the Columbia. She is 150 feet long, broad in proportion, with a draft of but 2½ feet and capable of accommodating 200 passengers. It is not intended that she shall make a return trip until spring; but during the winter will be tied up at Dawson City and utilized as a hotel. Concerning her plans the Oregonian says:

"The officers of the Portland & Alaska Company, who own the Eugene, have made careful inquiry concerning the closing of navigation on the Yukon, and can safely insure the trip being made before the appearance of ice on the river. In fact, those who are well informed regarding the river state that navigation can safely be depended upon until late in September, or, more probably, until October 1. The advantage of the Yukon trip offered by the Portland & Alaska Company is that the gold fields can be speedily reached this summer, and plenty of time given to prepare for the rigors of an Arctic winter, and then be ready to engage in prospecting and working. The great majority of those who have chosen the overland route will not be able to reach Dawson City until next spring, as the mountain passes are now practically blocked up, and instead of reaching their destination as anticipated, they will be compelled to remain at Dyea during the winter months, eating the provisions intended for use in the gold fields, for which they cannot expect to start before next March, and possibly April."

Among those bound north on the City of Kingston to-night for the Klondyke are are a party of six from Eastern Canada. Four of these are New Brunswickers, Wm. Ballantine and his three strapping sons, J. M., John O. and R. A. Ballantine; while Albert McLeod of Winnipeg and Joshua Ritchie of Neepawa make up the rest of the party. When the Ballantines left the East they took tickets for Seattle and on their way to the Coast bought some clothing at Winnipeg. Since reaching Victoria, however, they found out the advantages of outfitting here and decided to purchase their supplies in Victoria.

Mr. R. A. Ballantine remarked that not only is Victoria in his estimation the best place to outfit, but Victoria prices are far lower than Winnipeg's. He intends writing back to a number of his friends who are coming to the Klondyke in the spring, advising them to purchase their entire outfit in Victoria. The party take up with them six pack animals and have very complete outfits.

The first of those pilgrims, who have turned back were passengers south by the Danube—R. H. Smith, H. Hudson and J. Jamieson of Seattle, who went up about three weeks ago but without pack horses, and seeing the condition of affairs at the pass decided to possess their souls in patience until the spring. As to the trouble experienced by the Danube through the over-officiousness of Deputy Jones at Skagway, it is understood that the board of trade will communicate the facts, through the authorities at Ottawa, to Washington, and await results. Nothing is known of the deputy or his actions at the consulate here.

MR. KNIGHT'S EXPERIENCE.

The Mount Tolmie Florist Gives an Interesting Account of Events at Skagway.

The following are extracts from a letter which Mrs. Knight received yesterday from her husband, proprietor of the Mount Tolmie Nursery, who left here on the steamer Islander July 29, for Klondyke:

Landed at Skagway at 11 a.m., August 2. Nothing occurred during the trip up with the exception of grounding the steamer in a narrow channel, after leaving Marie island. The horses suffered badly, being so crowded in the boat. There was great excitement throwing the horses overboard and swimming them ashore. We landed at Skagway, a pretty bay with a background, lying between mountains, and about thirty acres being cleared and covered with grass, and dotted with tents containing about 800 people.

The vegetation is familiar. I noticed buttercups and yellow wild pea. By the tent I saw two species of flowers which I do not recognize—one yellow and the other pink. The trees are willow, alder, poplar, abies menziesii and a species of pine. In my wandering around the camp I find that the pink plant is the willow weed. There are several species of wild grasses; I also see a birch with a rather large broad leaf, and a small plant with a white flower resembling a buttercup. There are also some species of wild celery and a large leaf dock.

August 3.—I got all my stuff on shore yesterday and am waiting now for my mates; their stuff is all mixed up in the end of the ship, but will be brought on shore to-day in the ship's boats and carried from the boats to dry land. Such excitement, pitching tents and packing baggage ashore. Four fellows have just passed with their valises on their way back. People are selling out every day and going back. There is quite a town here, built with tents, containing saloons, stores, and doctors, etc.

It has been raining all the time I have been here, and it wants a tent for each man. We have only two between the four of us. About half of the people are going to land at Dyea, about four miles from here. There are so many different reports about the passes.

Different interested parties are out shouting side by side of each other like a lot of hostile drummers, running each