Rich Diggings Near White Horse

Gold Is Fine and Mixed With Black and Ruby Sand.

Stampede Still On-- Returned Miners Tell of the Strike.

Dawson newspapers received in yesterday's mail have many columns of news regarding the new White Horse diggings. H. Ellis, who has returned to Dawson from the strike, says the gold is fine and is mixed with black and ruby sand. The wash he describes as being almost as heavy as iron.

Ellis, who will go back immediately, staked on both Ruby and Fourth of July creeks and then come out to earn a grub stake. He is conservative in what he says of the new camp. Grub is very short at the diggings and it is a common sight to see a man sitting with a snare in his hand waiting to catch gophers. Gophers have proved something of a godsend to the stampeders. Ellis says that those going into the diggings should take the steamer to Tahkini Landing, which is but a short distance to the trail.

"I left White Horse on July 13," he said last night, "reached the mouth of Ruby at noon on July 19, and staked on the morning of the 20th.

"I panned on both creeks, on the surface, the lowest I got being three colors and the highest twenty colors. The gold is very fine and is mixed with black and ruby sand. The wash is almost as heavy as iron.

"Ruby is about four miles long and was staked above discovery to where the creek become steep. Our party went below discovery and staked from No. 8 to No. 15 below inclusive. There were eight of us. I heard that on No. 17 above they got fifteen colors.

"Fourth of July is a wide creek and has fine benches. Scrub willows and fine saw logs are found on the hill between the two creeks. There is some timber on the creeks, but it is scattered.

"We found so much black and ruby sand that the diggings looked good to us, and we got half a cent to the pan on the surface.

"On the evening of July 20 Fourth of July was staked from No. 60 above to No. 20 below, but has probably been staked up to No. 90 above, as a score of men reached Ruby that night

"Ruby is all staked from No. 48 below to No. 10 above, where the grade becomes very steep. We left the diggings on the morning of July 21. Up to the night of the 20th the pups on Fourth of July had not been touched. This creek has a number of pups, while Ruby has none. I staked No. 50 above Fourth of July and my partner staked No. 60. The members of our party drew lots for positions.

"Four miners were prospecting in the 50's above on Fourth of July. They found good prospects. The creek is narrow there because of the big pup which enters at No 38 below. We panned and got considerable colors. One pan had twenty colors. The owners are preparing to sink deeper.

"Tagish Charlie, who is now known as Dawson Charlie, offered Billy Winesdipe and Jack McMillan, joint owners of discovery on Ruby, $1,000 each for their interest in the claim, but they turned him down.

"Everybody is short of grub. While coming back our party saw a dead duck floating on one of the lakes and I swam out and secured it. It was a feast to us. Many stampeders joined the rush without blankets. I saw ten pounds of flour sell for $5 on the trail. In one party a horse ate a whole sack of flour before he was noticed.

"On our way back in three days we met 143 people going into the diggings, and saw two camps of Indians. Everybody was anxious about the supply of provisions at the diggings. We had to tell them that three caribou were about all that was being offered for sale when we left.

"The country abounds in game, however. Bear are plentiful. Ptarmigan grouse, gophers and other small game are found on all sides. We were unable to stay more than a few days as we were out of grub.

"It is almost pathetic to see some of the stampeders, stumbling along on the edge of the diggings, footsore and weary. Often by the side of the trail you see a man sitting patiently and snaring gophers. Nearly all the stampeders have water blisters on their feet. Several parties have suffered from the bears who have a liking for bacon. We met one woman on the trail. She was footsore and weary. All along the trail you find shovels.

"Tagish Charlie and Skookum Jim ran their relatives into the country in a bunch on horseback and the whole outfit staked. Many tried to follow them but got lost. A party of British Columbia halfbreeds, however, tracked the Indians to the new diggings and made splendid time. They proved wonderful trackers and followed the Indians over gravel bars, etc. Others lost the track and wandered around in the hills.

"One party of ten came into our camp when we were on our way into the diggings. They had horses and an Indian guide. They tried to run the Kashawulsh, which the Indians call the Yakutat, in a boat and lost their outfit.

"The White Horse crowd are green at the work and are staking placer claims the same way in which they would stake quartz.

"After you get down the Tahkini river some distance it becomes swift and follows a circuitous course. We tried rafting down the river, but made only twenty miles in two and a half days. Then we had to abandon it and return to the trail.

"The best route, in my opinion, is to take the steamer to Tahkini Landing, thereby saving two days' walk through a boggy and damp country, and follow the trail from Tahkini. You strike the trail a mile and a half from Tahkini. Judging from the nature of the country, which is comparatively level, I believe that a wagon road could be put through to the new diggings at the rate of fifteen to twenty miles a day.

THAT MYSTERIOUS GROTTO OR GALLERY

Librarian Scholefield Hears From One Traveler Who Thinks He Knows It.

Yesterday, Mr. E. O. S. Scholefield, provincial librarian, received the following communication from a gentleman whose opportunities for gaining a very thorough and comprehensive knowledge of the provincial topography and natural curiosities have been exceptionally excellent. It is, however, rather startling to have the venue changed from the Straits of Fuca to the south end of the Okanagan; yet, the circumstantiality with which Mr. Losee states his case entitles his letter to the most careful consideration. It may be possible that two such interesting freaks of variety-loving Nature exist within the province, though hardly probably. Mr. Losee's remarks concerning the vegetation displayed in the picture certainly furnish very strong supplementary evidence.

The Colonist sincerely hopes that this very interesting matter will not be dropped until some definite information be forthcoming. It would be interesting indeed to behold the narrative of the old-time navigator upheld by identification of the spot, though it is hard to see how Malaspina can have got as far inland as Vaseaux lake. Mr. Losee's letter is as follows:

Mr. E. O. S. Scholefield, Victoria, B.C.

Dear Sir.: With reference to the picture appearing in the Colonist of Sunday, August 9, I think I can enlighten you on the subject, so far as the engraving goes. During all my travels through British Columbia from Fort George in the north to the southern boundary, I have only seen one place that exactly resembles the engraving, and I have no doubt at all it is the original. It was during my trip from Kamloops to Grand Forks, via Penticton and Camp McKinney, we left Penticton at 7 a.m., September 23, 1897, by stage, crossed the Okanagan river at the falls, thence along the east side of the stream to Vaseaux lake; and it is near the south end of the lake that this strange gallery is located. The present wagon roadbed runs along the floor of the gallery, and a person standing on the seat of the stage can touch the roof of overhanging rock with his hands. The view in the picture is looking from south to north. I presume that the engraving was made by some member of the H. B. Co., while on a trading expedition to the Indians of that part; the country all along the river being an ideal burial ground. I am not sure of the formation of rock, but think it was a shaly sandstone. I know that I remarked to the stage-driver that I wished I had a camera to take a picture of the overhanging roof, as we passed under its cool shade. The water in the lake was only about one foot below the roadbed, and looked very deep. I have marked the place on the map of Osoyoos district, and would like if you could send to some one in the district and have him take a photo looking from south to north. If I am not mistaken, there was a H. B. Co. post at Fort Hope, and they made frequent trips through the Hope mountains, and as far east as the Columbia river. You will also notice that the plants as shown in the picture are a sort of cacti, that grows in the dry belt; also the trees are stunted and crooked, a fact that shows they do not grow near the Coast. There is an Indian reservation at each end of this lake.

Hoping you will succeed in getting a photo of the place I mention,

I remain yours truly

W. E. LOSEE.

169 Pandora Avenue, Victoria, B.C.

The Kaga Maru From the Orient

She Brings News That Excitement Has Quietened Down Considerably.

Russia Maintains Her Steady Increase of Strength in Manchuria.

Steamer Kaga Maru, of the Nippon Yusen Kaisha, arrived in port from the Orient yesterday afternoon, with a light cargo and small passenger list. She brought no fresh news of the war situation in the Far East, things having been pretty much the same when she left as at last advices. It is well understood that Russian troops are being steadily poured into Manchuria, notwithstanding the denials of the Russian officials and newspapers. Thousands of soldiers are daily coming in over the trans-Siberian railway, and being despatched from the terminus of that line to various posts throughout Manchuria. Enormous quantities of supplies of all kinds, including thousands of horses, are also arriving and being handled with considerable despatch.

Over and above this activity on land is to be noted the steady increase of the Russian naval squadron in the Gulf of Pechi-li. Eighteen months ago that squadron was almost insignificant in numbers and vessels of strength. To-day it is one of the most formidable in the whole Pacific, although it has not yet reached the point of equality with that of Japan, which still holds the first place in Far Eastern waters with a thoroughly modern and splendidly equipped fleet, outnumbering any one of the foreign squadrons.

The intense feeling in Japan regarding Russia's movements in Korea has somewhat abated, and the demand for war is not so strong. Nevertheless Japan is improving upon the hints supplied recently, and is strengthening her position on land and sea at every opportunity. The passengers of the Kaga Maru did not think it at all probable that there would be any war, at least for a considerable length of time. Meanwhile Russia is keeping very busy, and almost every month some new fact comes out to prove that she is intent upon a far southern boundary to her Asiatic empire.

The American passengers said that so far as they could learn, Russia's aim was nothing short of an early occupation of some part of the valley of the Yangtse Kiang. Already Russian commercial agents, Russian banks and other financial and mercantile establishments were doing business on quite a large scale in that territory.

Recent arrivals from Port Arthur who reached Kobe just before the Kaga Maru sailed, state that great activity was to be noted in and around the fortifications. The increase in the strength of the garrison has been remarkable, while the extension of the strong works originally built leaves no doubt on the mind of the observer that Port Arthur is to be made a place of impregnable strength, if it is not that already.

The Kaga Maru sailed for the Sound before midnight. The following is the passenger list:

Cabin—For Seattle: Miss A. Dowd. For Portland: Mr. D. Grant. For San Francisco: Mrs. K. W. Mounsey, Mr. E. Sheepe, Mr. Hughes, Mr. H. Gully, Mr. and Mrs. Martin, Mr. T. Ugai, Mr. T. Nakajima, Miss T. Hirota. For Philadelphia: Mr. and Mrs. Hail, Master Hail. For New York: Mr. K. Awazu, Mr. K. Shida, Miss M. Tsuda. For London: Mr. N. Hanabusa, Mr. S. Seino, Mr. A. S. Hay, Mr. I. Oka, Mr. H. Kodama, Mr. I. Furumi, Miss Calcutt, Mr. and Mrs. Stachwood. For Liverpool: Miss M. Patteson, Miss Patteson.

Second class—For San Francisco: Mr. B. Ellison, Mr. S. Emile, Mr. T. Kataoka, Mr. S. Kabayama, Mr. S. Kojima, Mr. and Mrs. T. Kamada, Mrs. N. Domoto, Mr. K. Kishiyama, Mr. K. Takahashi and two children. For New York: Mr. J. Hirata, Mr. A. Morimoto, Mr. S. Nakagawa, Mr. J. Suguki.

Steerage—For Victoria: 101 Chinese, 16 Japanese, 1 European. For ports: 5 Chinese, 62 Japanese, 1 European.

Treasure—For America: 499 packages silk.

EXCITING RACE PROMISED.

Quietly it is given out that a steamer race which promises to be most exciting is to take place within a week, says the Seattle P.-I. The vessels entered are the well known steamer Flyer and the new steamer Telegraph, owned and operated by the Seattle, Everett & Tacoma Navigation Company. The course will lie between this city and Tacoma, the Telegraph invading the enemy's waters to wrest honors from the Flyer, which has so long been known as the greyhound of the Puget Sound fleet.

Yesterday the Telegraph, with Capt. Gil Parker at her wheel, started out from the West Seattle coal bunkers, and after the Flyer, which had about 90 seconds the start of her from the buoy off Duwamish Head.

At the end of six miles the Telegraph had come up alongside the Flyer, though the officers of the latter boat disclaimed any effort to run away from the new craft, notwithstanding the contention that it was a real race.

As soon as the Telegraph was alongside the Flyer, the Telegraph rounded, returned to this port and tied at the Gaffney dock.

"Discovery" Of Victoria Arm

A Sudden Awakening to the Value of Water Stretch As An Asset.

Remarkable Growth of Pleasure Launch Business---Another Boat Ordered.

References by historians of the future to the growth and progress of Victoria will have to include the fact that it was not until the summer of the year 1903 that Victorians "discovered" the beauties of the Arm and the Gorge. Old residents who witness the half-hourly departures of crowded pleasure launches each day this season find it difficult to believe that the people of this city have been so backward in enterprise all the years that have passed without any special attempt being made to bring the advantages of one of the grandest stretches of waterway within the reach of the masses by providing popular methods of enjoying a trip on the delightful stretch of water and a sojourn at the charming points which crowd its banks with prodigous profusion wherever the eye may be cast. It is very doubtful, even today, if Victorians properly realize what a splendid asset they have in the Victoria Arm. A gentleman who knows whereof he speaks is authority for the statement that if the truths about the Arm were properly heralded broadcast, it would have the effect of drawing to Victoria the crack rowing teams of the continent during the winter months, as it is highly important in the interests of efficient training that they should be able to go for practice spins all the year round. This they can do on Victoria Arm, almost every day in the year, whereas it is doubtful if the same can be said of any other course of similar length on the continent.

But it is of the growth of the pleasure launch business up the Arm about which Victorians are now inclined to express wonderment. The manner in which it has developed in a few months is nothing short of surprising in the extreme. The launch Kootenay, in charge of the popular captain, J. W. Gidley, rarely makes a trip nowadays when every available seat is not taken, and the announcement was made yesterday, on the very best authority, that the management of the Kootenay intends constructing at once a larger and improved launch, which will be placed on the route at the earliest convenient date. It is planned next season to run two boats—the new one just mentioned and the pretty little Kootenay, the schedule calling for twenty-minute trips, a boat departing from each end of the run simultaneously. This will be very good news for residents along the Arm who are now such numerous and enthusiastic patrons of the launch service.

A matter to which a good deal of attention is being given by the parties interested in the management of the launch service is the possibility of arranging for the installation of a simple system of locks at the Gorge, which would permit of boats ascending up above the bridge, thus giving a service to within a short distance of Esquimalt harbor, and reaching one of the most charming stretches of the Arm, which is now inaccessible to steam-propelled craft.

In this connection it is interesting to call attention to the possibility of utilizing a new style of launch which is in use on some of the smaller water stretches in France—a sort of automobile and water launch combined. A picture and description of the novel craft is published herewith; and it does not seem entirely unreasonable to suggest that such a device could be operated with much advantage on Victoria Arm. It will be seen that the peculiar little craft referred to has a set of wheels affixed to the hull, operating fore and aft, which permit of the boat leaving the water when encountering a barricade and making its way around it on a specially constructed track. That such a boat could be operated right through to Esquimalt by way of the Arm with no difficulty, is apparent to all who are familiar with the course pursued by the winding stretch of water which runs within a few yards of His Majesty's naval station. The possibilities of such a unique service being inaugurated at no distant date is not so remote as one might be inclined to imagine if one will consider the success of such a boat elsewhere; and that it would be a venture likely to prove profitable goes without saying.

But in the meantime, the launches are proving successful enterprises beyond the dreams of the promoters, and there is every indication that the business is going to assume huge dimensions.

DEATH OF MR. FREDERICK LANG

Well Known Local Vocalist Passes Away at St. Joseph's Hospital.

General regret was expressed when it became known that a well known resident, in the person of Frederick Lang, had passed away at 6 o'clock last evening, at St. Joseph's hospital. Last Friday the physician in attendance discovered that deceased was suffering from a cancer.

The end came very rapidly, Mr. Lang's last moment being without pain. The deceased, who resided in Victoria West, leaves a widow and several children to mourn his loss.

The late Mr. Lang for many years was a clerk in the Lang Registry office. About three or four years ago he left the employment of the government, and afterwards was engaged in work on the E. & N. railway. A couple of years back he had the misfortune to suffer a severe injury, which obliged him to retire from employment. He received a monetary compensation for his injury from the E. & N.

The deceased was very prominent in local musical circles, taking part in the principal choral productions of the past decade. He possessed a fine tenor voice and was an appreciated member of the best musical organizations of the city. He was a most zealous attendant at all rehearsals, and his enthusiasm was a factor in promoting many musical successes. He was a member of St. Andrew's R. C. cathedral choir, and also of the Arion Club, in addition to assisting in the presentation of all the musical performances which have been given in recent years.

ATTEMPT TO KILL PREMIER.

Italian Anarchist Fired Two Shots at M. Combes at Marseilles.

Paris, Aug. 10.—An attempt was made upon the life of Premier Combes yesterday while he was driving to the prefecture at Marseilles from the banquet of the Friendly Society. Two shots were fired by an Italian anarchist named Sauvaire Pyrole, who was immediately arrested. Neither shots hit the Premier or anyone else.

All disorders caused by a bilious state of the system can be cured by using Carter's Little Liver Pills. No pain, griping or discomfort attending their use. Try them.

DIVORCE GRANTED.

Sir F. Jeune Holds Wife Responsible for Husband's Misconduct.

London, Aug. 10.—Sir Francis Joune, president of the Divorce court, today granted G. S. Constantinidi a divorce from his wife, a daughter of Stephen Ralli, a member of the firm of Ralli Bros., on the ground that the latter's conduct led to the misconduct of her husband.

NEW HARRIMAN RAILWAY.

Vancouver, Aug. 10.—(Special.)—The Daily Province says to-day that a representative of the Harriman railway interests is in Vancouver, B.C., and that this representative made the announcement that he was here to view possible sites for terminals on Vancouver harbor, and that it was the intention of his principals to build into Vancouver from Spokane. This representative is made to say further that the Vancouver connection would give his principals a through transcontinental system 600 miles shorter from the Pacific coast to New York than any other American line. And that the intention was to handle Alaskan-Yukon and Oriental shipments by way of Vancouver, and that the promoters believed they could handle passenger business to all parts of the north at least a day quicker than the lines which centre in Seattle.

IRISH LAND BILL.

London, Aug. 11.—The House of Lords today passed the third reading of the Irish Land bill. John E. Redmond, Nationalist, said to a representative of the Associated Press tonight: "If it works as it is confidently hoped it will, there is no question that it will effect a revolution in the condition of Ireland.

"I feel quite sure that the national movement is now on the high road to complete success."

Blair Exposes Liberal Fatuity

Unnecessary Haste In Signing the Grand Trunk Bargain Manifest.

Senator Cox the Mainspring of the Hurry-to-Pass Measure.

From Our Own Correspondent.

Ottawa, Aug. 11.—Mr. Blair in the House to-day flattened out the government's transcontinental policy. There was a telling indictment, and it was cheered to the echo by the Conservatives. The ex-minister began by declaring that it was not the Premier who proposed he should sit in the cabinet and say nothing while the scheme was being pressed through the Commons by his colleagues. That was all he did say creditable to the Premier.

In almost the next sentence he ridiculed the Premier's defence of the proposed railway, which in one way or other he condemned in every feature, in every section and almost in every detail. He censured the haste with which the project had been taken up. He asked why it was the country could not wait until ordinary business enquiries had been made as to the commercial and engineering prospects of the road. It was Senator Cox, he declared, who could not wait, and it was for him that the tremendous liabilities were being assumed. Mr. Blair could not see who would suffer if they waited long enough to see the end before finally resolving on action. If the government would not deliberate, parliament should deliberate, and the country should deliberate. He spoke of Premier Laurier's condition as one of hysteria rather than of calm deliberation that should characterize a statesman. The Premier was in a state of sentimental exaltation.

Mr. Blair ridiculed the use of Carnegie's letter to create the impression that Canada was in danger through the United States' action in regard to the bonding privileges. He showed that if there was such a danger that the country had two railways through Canadian territory to the sea, and that they were just as much Canadian as any that could be built, whilst one of them belonging to the government.

He thought that the Liberal applause of Premier Laurier's speech in introducing the bill, was due to the feeling of relief that even a flimsy argument could be made for such a grotesque project. He laughed at the assertion that the country was crying out for a new transcontinental railway. The idea of such a railway, he added, never occurred to anyone till the Grand Trunk made a call on the government, and now the government was plunging headlong into the thing without possessing itself of information that any man of business sense would insist on getting. Surely, he said, Canada would not suffer by the delay of the two years needed to explore the country before undertaking to expend fifty or sixty millions, or even more. Going on as the government proposed, they might find a huge blunder had been made, and that it could not be remedied.

Mr. Blair both condemned the government plan and denied the usefulness of the projected road. He pointed out that better results could be achieved by extending the Intercolonial to Georgian Bay, by the acquisition of the Canadian Atlantic and using the lake route to carry western produce to the seaboard. He laughed at Premier Laurier's idea that the proposed road could be made a common highway on which different companies would run trains, as a farmer drives a wagon along a country road, and said this scheme must have been taken up without consultation with any one who knows anything about railways.

He characterized as moonshine the attempt to make the people believe in the highway. The minister, he held, had been brought by hysterical frenzy to believe in ideas that were perfectly impossible, and so on, and so on. Indeed nothing that Conservative opponents have said of Premier Laurier's incapacity to comprehend and deal with business propositions was too far fetched. That the government could not wait because Senator Cox could not wait went beyond anything Conservatives had said, in holding up the minister as the tool of Toronto capitalists.

His description of the crisis as being like something he had heard in an auction shop was a sneer that has not been often equalled in its scorn. His declaration that Canada will be all the stronger in the estimation of the financial world if, in moving in this matter, she moves with discretion and prudence, was an appeal that sober men everywhere will appreciate.

The closing hour of Mr. Blair's remarks was devoted to the financial aspect of the deal. He figured out that the total cost to the country would be $139,000,000. His speech was repeatedly applauded by the Conservatives and jeered at by Liberals. It is not known where Mr. Blair will stand politically after this effort today. It can hardly be with the government party. However, in the country where his speech is read, he will be raised in public estimation. He has given high reasons for the step he took when he gave up his seat in the cabinet, and the power and emoluments that pertained thereto. Insult was offered to the ex-minister by putting up Charlton to reply. He twaddled for an hour, and then remarked that as the newspapers were not reporting him, he would move the adjournment of the debate.

During Mass Pope Faints

Sudden Attacks Puts an End to the Ceremonies Yesterday.

His Holiness Unable to Bless Pilgrims Who Ask For Benediction.

Rome, Aug. 11.—Pope Pius X. had a fainting fit this morning while celebrating mass. The Pope had given the communion to 200 people when he began to feel ill. Those about him perceived his nervousness. When his attendant handed him his spectacles, he pushed them aside, and drew another pair from his pocket. When another attendant tried to tie the ribbons of his robes behind him, he told him to stop, and did it himself—a most unusual occurrence with him. The Venetians, when they saw him faint, crowded around him. Mgr. Bisleti, however, ordered the Swiss Guard to clear a space about the Pontiff. When able to speak again, the Pope asked for a few drops of water, which was given him, and which was sprinkled on his face. His gown was opened at the neck as he seemed to be choking. He refused absolutely, however, to be carried to his apartments, saying he felt sufficiently strong to walk. It was a solemn moment when the Pontiff passed through the midst of the kneeling Venetians, without having the strength to give them his benediction.

As he passed through the Raphael Loggia, tears fell from the eyes of several of the pilgrims, and one could not refrain from crying out: "Take care of yourself, Your Holiness, for our sakes, who love you so much, as well as for yourself!"

The Pope, after taking some medicine to calm his heart and nerves, was able to lunch, afterwards taking a sleep, which lasted two hours and a half. On awakening, he felt much better and refreshed.

Although the Pope was much better this afternoon, Dr. Lapponi, who visited him again, thought it more prudent for His Holiness not to leave his apartments. The doctor further insisted on a suspension of audiences.

The Pontiff seems more docile to the doctor's wishes than his predecessor, although he insisted on transacting some current business, such as the appointment of Alberto Sili, son of the Dean of Grooms, as his personal valet.

Dr. Varon, speaking about the Pope, said: "If they wish our Pius not to succumb, the Vatican authorities must change their system. They must not oblige him to follow the habits of Pope Leo. The present Pontiff needs, especially, plenty of fresh air. He must not be shut up in a vitiated atmosphere."

London, Aug. 11.—The Chronicle's Rome correspondent says this morning that an authority which is frequently well informed says that Cardinal Sebastiane Martinelli will be appointed papal secretary of state.

BANK OF MONTREAL DIRECTOR.

Montreal, Aug. 11.—Senator McKay was today elected a director of the Bank of Montreal, resigning his seat on the Merchants Bank board.

SALMON PACK IN THE NORTH

Catch at the Northern Canneries Amounts to Less Than 200,000 Cases.

Steamer Tees, Capt. Hughes, which arrived early this morning, brought news that the salmon Pack in the North up to Friday last totalled in all about 190,000 cases, of which between 80,000 and 90,000 had been put up on the Skeena and a similar amount by the canners on Rivers' Inlet, where the canners are much fewer than on the Skeena. This year the packs have been very small on the Skeena, the salmon run of this season having been the poorest on record on the Northern river. About a third of the fishermen had quit and the others were working indifferently. It was expected that the canneries would have to shut down if a run did not come in yesterday. The highest pack on the Skeena was 13,000, put up by the Oceanic cannery, the other packs ranged from 8,000 up. The packs at the various canneries on the Skeena on Friday—when the Tees sailed—were:

	Cases.
Oceanic	13,000
British American	11,600
Claxton	10,000
Balmoral	9,000
Inverness	8,000
Hermans	8,000
Cunningham's	8,000
North Pacific	8,000
Carisle	5,000
Cassiar	1,700

On Rivers Inlet as many cases had been put up by less than half the number of canneries for the salmon had run much better this season on Rivers Inlet than on the Skeena—and every cannery expected to have a full pack. The packs up to Saturday last were:

	Cases.
Wadhams	24,000
Rivers Inlet	17,500
Brunswick	19,400
Good Hope	18,000

At the Nass the three canneries had 86,00 cases, divided as follows: At Mill Bay and Nass Harbor, 3,900 at each cannery, and 2,000 at the Pacific Northern. At Namu the Namu cannery had 3,000 and Kemsquet 6,000. At Lowe Inlet the cannery had 3,000 and the pack at Alert Bay was small.

The Tees brought 116 passengers south, the majority debarking at Vancouver.

GENERAL BRYANT DEAD.

Toronto, Aug. 11.—General E. E. Bryant, of Madison, Wis., died on the Grand Trunk train at Napanee this morning of apoplexy. He was traveling in company with his son, W. V. Bryant, of Chicago.

CANNERY BLOWS UP.

Portsmouth, Aug. 10.—Humphreys & Hogan's canning factory at Rutland, near here, blew up at noon, killing three workmen and injuring a dozen others. The factory was lighted today for the first time this season and as a result of the explosion the building was blown to pieces.

Nervous Exhaustion

Prostration and Collapse are Prevented and Cured by Dr. Chase's Nerve Food.

Restless, languid feelings, sleeplessness, indigestion, nervous headache, twitching of the nerves, discouragement and despondency are some of the symptoms of nervous prostration. By forming new rich blood and creating new nerve force, Dr. Chase's Nerve Food prevents and cures all diseases of the nerves. It is composed of nature's most powerful restoratives and is certain to do you good. You can prove this by noting your increase in weight while using it.

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JOHN JAMESON & SON'S WHISKEY

And on each LABEL must be found the following Notice and Signature.

"In order that Consumers may feel assured of genuineness, we would request attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark.

"Jno Jameson & Son" Ltd.

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We are willing that you should compare our Groceries with those of any other in the city. We know you will not get better value anywhere for your money. Quality is our watchword. If you see our Cheese Table you will buy cheese.

Roquefort. The popular cheese among epicures, per lb.	65c.
Swiss, new and tasty, per lb	40c.
Limburger, nice and ripe, per brick	50c.
California Cream Brick, per lb	30c.
Breakfast, a mild, dainty cheese, each	5c.

The Saunders' Grocery Co. Ltd.

PHONE 28. 39 AND 41 JOHNSON STREET.

—AND—

The "West End" Grocery Co. Ltd.,

PHONE 88 42 GOVERNMENT STREET.

Groceries at Wholesale

30 lbs. B. C. Granulated Sugar for $1.00

All these goods, for only $11.55, would cost you at retail at least $17.75.

	Our Special Price.	Retail Price.
30 lbs. Best B. C. Granulated Sugar	$1 0	$2 10
5 lbs. Roasted Mocha and Java Coffee	1 10	2 00
5 lb. Good Ceylon Tea	1 25	2 00
21 lbs. B. & K. Rolled Oats	90	1 20
2 packages Washing Powder	45	60
10 lbs. Good Prunes	60	1 00
10 lbs. Good Rice	65	1 00
24 bars extra good quality Laundry Soap	1 15	1 60
2 12-ounce cans good Baking Powder	25	60
1 lb. Grated Cocoanut, extra good	40	50
12 lb. best Windsor Table Salt	40	50
4 lbs. Laundry or Corn Starch	25	40
1 lb. Ground Pepper or Allspice	30	50
1 lb. Ground Cloves	30	40
¼ pint fine Lemon Extract	30	40
¼ pint fine Vanilla Extract	40	50
2 quarts Best Vinegar	40	50
10 lbs. Small White or Brown Beans	25	30
3 lbs. Candies	45	75
2 lbs. Bluelng	45	60
	30	40
	$11 55	$17 75

Send us $11.55, with full shipping directions, and we will ship you the whole lot. We cannot under any circumstances leave off any part of these goods, as they are packed ready for shipment. Try one lot, and if goods are not as represented, send them all backand we will pay freight both ways and send your money back at once. Send us your list of goods wanted—groceries, provisions, hardware, etc.—and let us quote you our money-saving prices. We sell everything at wholesale prices to consumers.

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Reclining Go-Cart, No. E 9, price $14.00 Complete with cushions, parasol top, rubber tire wheels, foot brake and enameled gears, either oak, green or maroon.

Have anti-friction wheel fasteners, no nuts to fall off. Wheels can be taken off instantly for oiling. Whitney patent foot brake, quickly adjusted by slight pressure of the foot on lever.

All are fitted with rubber tire wheels and enameled gears. Extra parts if required, supplied from our stock at once. Illustrated sheet showing 28 latest styles with prices and full descriptions from $4.50 to $28.00, mailed free on request.

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CROSSE & BLACKWELL'S JUGGED HARE, Tin	75c.
CAPT. WHITE'S CURRY PASTE, Jar	50c.
SCHWEITZER'S COCATINA, Tin	35c.
NABOB SAUCE, Bottle	35c.
EGYPTIAN LENTILS, Pound	15c.

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