The Colonist.

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W. H. ELLIS, ... MANAGER.

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THE DAILY COLONIST.

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THE SEMI-WEEKLY COLONIST.

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Six months.....75
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VANCOUVER:

Branch Office of THE COLONIST, 609 Hastings Street. A. GOODMAN, Agent.

JAPAN IN HAWAII.

There are 24,000 Japanese laborers in Hawaii, and it is said that Japan will insist, in the event of Hawaii being annexed to the United States, that these shall be accorded full rights of citizenship. This gives rise to a new difficulty, which the annexationists will find it very difficult to meet. Hitherto they have contended that after the union of the islands with the United States, the Japanese and Chinese residents would be placed upon precisely the same footing, both being denied the privileges of citizenship, and from landing on the mainland. It is clear that if the Japanese become citizens in Hawaii, they cannot be debarred from going anywhere in the United States and exercising the rights of citizenship. No one pretends that, as a matter of fact, the introduction of 24,000 Orientals would seriously affect the future of the country, but the principle is the bone of contention, for if the right of Japanese to become citizens is once recognized it will be impossible to prevent any number of them from doing so, and this means that the doors will be opened to Oriental competition. Of itself this would probably not be a serious matter, but everything is serious in politics, and when so much depends upon the labor vote, as in the case of elections in the United States, it is not likely that any political party will incur the risk of being assailed at the next elections for having adopted a policy leading up to the immigration of Japanese on precisely the same footing as Europeans. It would be, nominally at least, quite a revolution in the policy of the country and clever agitators would be able to make effective use of it.

At present there is doubt whether under the naturalization laws a Japanese may become a citizen of the United States. The law provides for the naturalization of every white or black person. Some of the inferior courts have held that Japanese are white people. Others have held that they are neither white nor black, and consequently cannot become citizens. Undoubtedly what was meant when the law was passed was that citizenship should be open only to Europeans and Africans; for at that time there was no dread of Oriental immigration. We think that a fair interpretation of the law would bar Chinese and Japanese from naturalization, but until the U. S. Supreme court passes on the question it will remain open.

THE report is sent out that Japan is prepared to insist upon the rights of her subjects in the premises even at the risk of war with the United States. They are entitled to rights of citizenship in Hawaii now and their government can hardly be expected to submit tamely to their being deprived of it in the event of annexation.

THE CASSIAR CENTRAL RAILWAY.

The information printed in the COLONIST this morning in regard to the Cassiar Central railway will be read with great interest by the people of British Columbia. Mr. Hirschel Cohen is known to the public as a gentleman who does not say much about what he intends to do, his policy being rather one of action than of words. His company is prepared to begin work; it has the money to go ahead with, and will lose no time. There has been a good deal of criticism of this railway project, but we are satisfied that results will show it to be an excellent thing for the province. The company will have every incentive to press forward the development of the area reserved under its subsidy act, which will mean that employment will be given to a great number of people. There is considerable grazing land, and some that can be used for the cultivation of the hardier roots and grains, in the vicinity of the company's territory; but the major part of the products necessary for the food of those who will exploit the wealth of Cassiar must come from more southern points. This will extend the benefit of the construction of this road to every part of the province. Doubtless the company will find the venture a highly profitable one. We hope it will. We should be very sorry to see it prove otherwise, for every successful venture undertaken by British capital in this province will serve to attract investors. We are glad to think that Mr. Cohen's venture is likely to be crowned with complete success, and believe that when the people understand the nature of the arrangement they will endorse in the most hearty manner the action of the government in asking the legislature to grant such terms as have rendered the construction of the road possible.

THE ALBERNI TELEGRAPH LINE.

We direct attention to the account given elsewhere in this paper of the mismanagement of the government telegraph line to Alberni. It seems extraordinary that such a state of things should exist, and we will do those who have supervision of the matter the compliment of thinking that, the subject being brought to their attention, it will be dealt with promptly and in such a manner as to prevent a recurrence of what is complained of. The line to Alberni is a very important one, and any neglect on the part of those entrusted with its control may be attended with very serious results. In the case of the Cleveland survivors, the delay of one day was in fact very serious. The COLONIST is not disposed to find any very great fault with politicians who put their friends in positions under government pay, but it is decidedly disposed to insist that persons receiving such favors shall be fit for the places to which they are appointed. We hope there will not be occasion to refer to the mismanagement of the Alberni line again.

COASTING PRIVILEGES.

The suggestion has been made to the COLONIST that the rights of coasting vessels on the Northwest coast might be advantageously discussed between the governments of Canada and the United States. At present a vessel under the flag of either nation may sail from a port in its own country to a port in the other, but may not do business between ports in the foreign country. Hitherto this has not occasioned any serious inconvenience, and we do not say that it is likely to do so now; but it might be mutually advantageous to the vessel owners of both countries to have the law so changed that Canadian vessels could do a coasting trade in the United States and United States vessels do a coasting trade in Canada. We do not know on which side the balance of advantage would lie. In view of the certain development of the whole West coast of this province, it would unquestionably be a very good thing for United States shipping concerns to be able to do a coasting trade along the whole fifteen hundred miles or so of ocean frontage of the continent lying north of the head of Puget Sound, and it would be unquestionably to the advantage of Canadian shipping concerns to be in a position to do the same thing. In regard to the navigation of the Yukon and Stickeen rivers, both countries have something to offer. We think Canada has the most to offer, because there is not likely to be any reason why vessels should need to call along the short portion of the Stickeen which lies in what is now regarded as United States territory, while United States steamers would undoubtedly make many stops along the Canadian portions of the Stickeen valley, if they were permitted to do so. On the Yukon the concessions to be accorded on the Canadian side are at least equal to those which the United States has to offer. Speaking in a general way, there is about 2,000 miles of the river valley in the territory of each government. At present the greater volume of business is done on the Canadian portion, and we think is likely to be done there; but no one can foretell what may be developed on the Alaskan part of the river.

We mention this subject now because there seems to be a prospect of the various matters arising out of the peculiar conditions existing on the coast being taken up for adjustment between the two governments. When it is done, we hope that a broader spirit will prevail than has been exhibited in some quarters. The question ought not to be dealt with from the standpoint of antagonism, but as one upon which both parties have something to gain by mutual concessions. Canada is somewhat handicapped by the fact that our mining laws are so liberal that aliens have the same rights in our country as our own people. This fact, so far from inducing some of our nearest neighbors to take a friendly attitude towards us, has been made the excuse for unprecedented demands. We believe that the authorities at Washington will take a broader view of the matter, and will be influenced by this extraordinary liberality of the Canadian government. They will not look upon this concession to aliens as a vested right, but as a favor entitling Canada to some reciprocal concession. The COLONIST would like to have its contemporaries in the Sound cities express their views on the subject of the coasting and river navigation.

THE New York Sun has never been regarded as especially friendly to Canada, but, unlike some of our nearer United States contemporaries, it will not pervert or withhold news for the sake of hurting Canadian interests. To tell the news without fear, favor or affection was one of the cardinal rules of Charles A. Dana's journalism, and we are glad to see the reputation of the paper being sustained. We are led to say this because we find in the Sun a whole page dealing with the Yukon mines from the Canadian point of view, and setting forth the advantages of Victoria as an outfitting and starting point. Mr. Ogilvie's lecture is the foundation of the article, and the enterprise of Mr. C. H. Gibbons of the COLONIST was the means of getting the valuable article in the Sun. We wish also to add that the people of Victoria can hardly form any conception of the excellent work that has been done for them in this connection by the newspaper reporters of this city. There are no people who are more loyal than they, and none who have better opportunities to do their city a good turn. They can be always trusted to do that.

IT is hardly fair to say, as the Rossland Miner does, that those British Columbia papers that are recommending the Yukon mines are disloyal to the province, for the development of the Yukon will be an excellent thing for British Columbia. We fully agree with it when it speaks of the enormous opportunities presented by British Columbia. It is really not necessary for any one to go outside of this province in search of business opportunities, and in no part are there more of them than in Kootenay. Our Kootenay contemporaries do not appear to understand that the rest of the province looks upon their district as one of the fixed facts in the industrial development of British Columbia.

THE Year Book of British Columbia for 1897 is out, and is now on sale in the city book stores. It is profusely illustrated, and is accompanied by a number of admirable maps and diagrams. The author is Mr. R. E. Gosnell, provincial librarian, a gentleman well known to be an exceedingly painstaking and trustworthy compiler. We are glad to know that the orders already received ensure a wide circulation for this admirable work, which is a perfect mine of information about the province. A more detailed review will be printed in a future number of the COLONIST.

THE Times looked rather odd last night without the usual editorial heading. William Templeman was not in evidence as manager. We do not suppose that the libel proceedings had anything to do with the omission, although some people might think so. Presumably it was the result of one of those accidents that sometimes happen in the best regulated newspapers.

WE print the arrangement made between the Dominion government and the United States government as to the transportation of goods down the Yukon to Alaska. It will be seen to be upon the same lines as those recommended yesterday by the COLONIST.

THE CANADIAN PRESS.

EXIT MR. KELLIE.

Kellie is now practically dead, so far as his career in British Columbia is concerned. He was never a really popular representative in the legislature, and he has left undone much that might have been done in the way of advancing the best interests of the district with the government. The government is well rid of him as a supporter, and it is safe to predict that the North Riding of West Kootenay will also be well rid of him after the next provincial elections.—Rossland Miner.

AN EXTRA MEMBER.

The sending of a delegate to Victoria during the session of the legislature to look after the interests of this section should not be lost sight of. There are a number of questions to come before this body at the coming session that will have much to do with the future of the Boundary district, and the people of this section cannot afford to have any legislation passed that will be a detriment to them.—Grand Forks Miner.

BY WAY OF VARIETY.

Compulsory.—Inebriate—Shay, help me home, will you? Friend [disapprovingly]—I should think home was the last place you'd want in your shape. Inebriate [candidly]—It ish. But it'sh only plashe they'll have me.

"She says she fairly hugged herself when you broke off the engagement." "Then she has even less feeling than I supposed. Do you know why I broke off the engagement?" "No." "Well, because she left so many pins sticking out around her waist.

"Why were you discharged from your last place?" asked the merchant of the applicant for a situation. "I was discharged for good behavior, sir." "Wasn't that a singular reason for discharge?" "Well, you see, good behavior took nine months off my sencence."

"Speedy justice is all right in its way," said the former convict. "I was arrested, indicted, tried and convicted, sentenced and put in my cell all in twenty-four hours." "Well?" "I don't see why they didn't allow me to complete the job in that time instead of ten years."

J. W. Peppett was a passenger from Vancouver on Tuesday night's Charmer. Mr. Peppett is largely interested in the sealing business on this coast and is the owner of the schooner Umbrnia. He has just returned from a business and pleasure trip to Sydney, Cape Breton.

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

TWO AND A HALF CENTURIES.

The Presbyterian Church Celebrates Appropriately a Most Important Anniversary.

In accordance with the instructions of the General Assembly of the Presbyterian Church in Canada to all its congregations, Rev. Dr. Campbell, at the First church, last Sunday evening, observed the two hundred and fiftieth anniversary of the framing of the "standards" of Presbyterianism, by the "Westminster Assembly of Divines," giving a brief sketch of the Reformation and of the turbulent times of Charles I, the establishment of the commonwealth under Cromwell, and the principal causes that led the Long Parliament to appoint that historic "Assembly."

It was composed of one hundred and twenty-one clergymen of the Church of England, five Scotch commissioners, and thirty lay assessors. They held their sessions for nine years in the Jerusalem chamber of Westminster Abbey. Their object was to frame a national creed for England, Ireland Scotland, by revising the thirty-nine articles of the Church of England. They came to a deadlock at the fifteenth, and abandoned the revision, and framed the "Confession of Faith," the "Larger and Shorter Catechism," and a "System of Ecclesiastical Polity and Worship."

As parliament had complete control in church affairs, all their work had to receive its approval. The members of the assembly were the extremists of Calvinism and Puritanism, and the standards which they framed were a compromise, and take up the middle ground between the extremes, where truth, in all controverted points, is always found. For clearness, strength and logical connection, there are no ecclestical documents equal to those prepared in the Westminster Deanery, and this, one might expect it, being the work of one hundred and fifty-six men for nine years, many of whom were distinguished theologians and celebrated mathematicians, and had also to pass through the firey ordeal of both houses of parliament before it was approved.

"After the death of Cromwell and the restoration of the despotic and semi-Popish Stuarts these standards were abolished from England and Ireland, but the historic Church of Scotland refused to retrograde to the time of Laud, and adhered to the Standards, to which to-day Scotland owes more than to anything else.

"We do not claim," said Rev. Dr. Campbell in his address, "the monopoly of Christianity, nor arrogate for our denomination anything to which it is not justly entitled; but any man who reads the proceedings of the Pan-Presbyterian Council, held in Edinburgh a few years ago, must acknowledge that Presbyterianism is a living power, whose influence for good is felt around the earth. It has churches in every Christian land, and in many heathen. The largest organization is the Northern Presbyterian Church of the United States, having 5,000 congregations and 535,000 members. Of the 107,000,000 Protestants in the world, 34,000,000 are Presbyterians.

"He was surely a bold prelatist who lately declared that Protestantism is a failure, and Presbyterianism an exploded system. If Luther and Calvin and Knox were to revisit this world they would find Protestantism a mighty power in every civilized land under the sun in elevating character, advancing education, relieving distress and building up the kingdom of God among the children of men."

Parents were urged by the speaker to see that their children were thoroughly instructed in the standards of the church, and particularly in the Shorter Catechism, which, as a catechism, is the best compendium of Bible truth which had ever been written.

UNITED STATES GREED.

TO THE EDITOR:—The liberal, easy going policy of our government towards the people of the United States, must be the cause of many of them losing their heads altogether over matters pertaining to the Klondyke. The recent action on the part of the board of trade of the four largest cities on the Pacific coast, is really too silly to merit serious consideration, and a more recent message from the Tacoma Citizens Klondyke committee to U. S. Secretary Gage, needs hardly to be considered in a serious strain. On behalf of the tens of thousands of people in the United States we beg that no action be taken towards withdrawing supports in Alaska, and that efforts be centered upon inducing our government and that of Canada, to remove all duties on miner's outfits and effects up to one ton. Did anyone ever hear of such a burst of generosity before? It must have proved a very great surprise to the people of this country. Had the Citizens Klondyke committee of Tacoma been posted in United States mining laws or taken the trouble to look them up, Clause I, of which reads, "No alien," which includes Canadians, can hold any mineral claim in the United States territory, they would have saved themselves making such a stupid proposition for the people at Washington to offer our government, unless they look upon us as a race of idiots. What difference it can possibly make to the people of Canada, as to the duties or taxes the government of the United States levies on miner's entering Alaska, would be very hard for any other than a keen sighted American to realize. If, however, our laws were alike in this respect, and Canadians had the same rights and privileges in U.S. territory as they at present enjoy in ours, such a proposition at the present moment as the one suggested by the Tacoma Citizens' committee would be too one-sided to cause consideration. Does anyone in this country suppose it would be considered by the Tacoma Citizens' committee were the Klondyke in U.S. territory, and such a petition was sent from Canada?—no one outside a lunatic asylum would for one moment. The tens of thousands of Americans are going to the Canadian Klondyke, and not to Alaska; Canadians, also, are going to Klondyke, and for two very good reasons which it hardly requires a keen sighted American to see. A most fair and reasonable proposition, no doubt, to allow tens of thousands of tons of American supplies to enter Canada duty free, and our share of the bargain must be summed up in Clause I, U.S. Mining Laws; very fair, no doubt, if viewed from an American standpoint. One would think Americans were getting a fair share of the Klondyke good things. Last summer nearly every ounce of gold brought out from there was carried to the U.S. by American citizens, which would have been impossible of British subjects had Klondyke been in American territory. The only strange thing about the whole business is that some of their boards of trade or citizens' committees have not requested our government to cede or deed them the whole Klondyke region. The old saying "Give a hog an inch and he'll take an ell" seems justly applicable in their case. The better policy on the part of the people and press of the American Coast cities would have been one of discreet silence. They were getting the lion's share of a thing to which they had no claim whatever; and were our government to legislate on the same narrow policy as the "Land of the Free" across the way, they could not hope or expect to share; and, if we ever do, will be brought about by the avaricious nature of the people of the U.S. in all their dealings with this country.

CANADA FOR CANADIANS.

Victoria, Dec. 21, 1897.

THERE will be a football match at Beacon Hill on Christmas morning at 10 o'clock between the Junior League team of the Second Victoria Company, Boys' Brigade, and a team chosen from the officers and other members of the club.

CARPENTER tools at Cheapside. x

RETAIL MARKETS.

Heavy Shipments of Poultry Expected From the East To-day.

To-day will see the biggest poultry market of the year. Merchants are expecting to add heavily to their stock on hand, and in view of the mild weather have necessarily to make rapid disposal of them, it being known that Eastern meat arriving frozen does not keep long when thrwed out. Quotations for turkeys are most varied at the present time, ranging all the time from 16 to 21 cents a pound, although 18 cents as stated last week will probably be the ruling figure. The only changes in the retail prices this week are another cent on eggs and a slight advance in oats.

The retail prices at the Vancouver Island Produce Society, Ltd., stall in the city market are:

Chickens, each, alive	40@50
Chickens, dressed	50@75
Ducks, each	75
Turkeys, per lb	20@22
Geese, "	17
FRUITS—	
Apples, per box	1.00@1.50
Pears, "	1.00@1.25
VEGETABLES—	
Potatoes, per cwt	90
Cabbages, per lb	1½
Carrots, per sack	60
Beets, per lb	2
Onions, per lb	2
Marrows, per lb	2
Squash, per lb	2
Citrons, per lb	2
Pumpkins, each	20@25
DAIRY PRODUCE—	
Eggs, fresh (guaranteed)	35@40
Butter, creamery	35
Fresh butter	25@30
Cream, fresh, per pint or jar	25
Preserves (home made), per pint	20@25
Quinces, per box	2.00

The current city retail prices are as follows:

FLOUR—Ogilvie's (Hungarian) per bbl	$6.75
Lake of the Woods (Hungarian)	6.75
Snowflake	6.00
Premier	6.25
Three Star	6.25
Superfine	4.50
Hungarian (Armstrong)	6.50
XXXX "	6.50
Strong Bakers "	6.25
Graham, per 10 lbs	35
Wheat, per ton	35.00
Buckwheat, per 10 lbs	40
Straw, per bale	60@75
Onions, per lb	2½@3
Oats, per ton	25.00
Barley, per ton	30.00@32.00
Middlings, per ton	23.00@25.00
Bran, per ton	20.00@22.00
Ground feed, per ton	25.00
" " California per ton	25.00@30.00
Corn, whole, per ton	25.00@28.00
" cracked, per ton	28.00@30.00
Cornmeal, per 10 lbs	35
Oatmeal per 10 lbs	40@45
Rolled oats, per 7 lbs	30@35
Potatoes, per lb	¾@1
Cabbages, per lb	2
Hay, baled, per ton	15 00
Cheese, per lb	15@20
" American, per lb	15@20
Eggs Island, per doz. strictly fresh	40
" imported, per doz	25
Butter, fresh, per lb	25@30
" Creamery (Eastern) per lb	27½@30
" Dairy (Eastern) per lb	25
" B. C. Creamery, per lb	35
Hams, American, per lb	15
" Canadian, "	16
Bacon, American, per lb	16@18
" Rolled "	14@16
" Long clear "	12½
" Canadian "	14@16
Shoulders, hams, per lb	12½
Lard, per lb	12½@15
Golden Cottolene, per lb	12½
MEATS—Beef, per lb	5@15
Sides, per lb	7½@8½
Veal "	10@15
Mutton, "	5@12½
" " carcase, per lb	8½
Pork, fresh, per lb	9@12½
Turkeys, per lb	16@22
Geese, per lb	15@28
FRUITS—	
Apples, Island, per lb	4
" Crab, 5 lbs	25
Lemons, California, per doz	20@25
Bananas, per doz	35
Pineapples	50@75
Pears, per lb	2
Grapes, per lb	10
Cranberries, per lb. (local)	10
" " (imported)	20
FISH—Salmon, per lb	10@12
Kipperd Salmon, per lb	20
Halibut, per lb	10@12½
Rock Cod, per lb	6@8
Smelts, per lb	8@10
Flounders, per lb	6@8
Bloaters, per lb	10
Kippers, per lb	12½
Lim Cod	6@8
GAME—Grouse, per pair	$1.10@1.25
Venison	10@12½
Teal, per brace	35@40
Widgeon, per brace	50
Mallards, per brace	85
Brant, per brace	1.25

Among the Hotel Victoria guests are: W. F. Collins, Vancouver; G. Glattstim, Chicago; Dr. Hepworth, Vancouver; and P. B. Wallace, Toronto.

Bad for Bronchitis

but extremely good for the sufferer from that harassing disease is Dr. Ayer's Cherry Pectoral. No medicine can compare with this great remedy in the prompt and permanent aid it gives in all bronchial affections. It stops the cough, soothes the irritated throat, and induces refreshing sleep.

"I had a bronchial trouble of such a persistent and stubborn character that the doctor pronounced it incurable with ordinary remedies, but recommended me to try Ayer's Cherry Pectoral. One bottle cured me."
J. C. WOODSON, P.M., Forest Hill, W. Va.

"A short time ago I was taken with a severe attack of bronchitis, and neither physicians nor ordinary remedies gave me relief. In despair of finding anything to cure me, I bought a bottle of Ayer's Cherry Pectoral. Less than one bottle entirely cured me."
GEO. B. HUNTER, Altoona, Pa.

Ayer's Cherry Pectoral

Medical advice free to all. Address, Med. Dept. J. C. AYER CO., Lowell, Mass.

THE KLONDYKE

Great THROUGH WINTER ROUTE From

VICTORIA TO DAWSON CITY

Under the Direction of the Klondyke Mining, Trading and Transport Corporation, Limited, of London. Capital, £250,000.

HON. SIR CHARLES TUPPER, BART., CHAIRMAN, LONDON, ENG.

HON. E. DEWDNEY, - - CHAIRMAN } VICTORIA
J. C. BETHUNE, - - - - - - - - } LOCAL
C. H. LUGRIN, - - - - - - - - } BOARD.
C. ASHWORTH, - - - - LONDON DIRECTOR. }

The expedition, which will be accompanied by eighty teams of horses, sleighs, and three trains of dogs, will be in charge of Hon. Edgar Dewdney ex-Minister of the Interior of Canada and ex-Lieutenant-Governor of British Columbia and will be accompanied by Mr. Caldwell Ashworth, of London, a Director of the Corporation.

The expedition will proceed to Fort Wrangel on its own X 100 A 1 screw ocean steamer "Amur," or by some other suitable vessel, leaving Victoria about the 15th February.

At Wrangel it is proposed to transfer to the Stickeen River and continue the journey on the ice via Stickeen River and the villages of Glenora and Telegraph Creek, thence by snow road to Teslin Lake.

At Teslin Lake boats and scows will be built to convey the party and their outfits to Dawson City as soon as the Hootalinqua opens; that is, the expedition will follow the ice down that fine navigable stream, thereby avoiding the dangerous White Horse rapids, and arrive at Dawson City at the earliest possible date thereafter in the spring.

The plan of the Corporation is to provide shelter and good substantial food for the parties accompanying the Expedition from the day they leave Victoria until they reach the destination. While waiting at Teslin Lake for the ice to break up they will have the opportunity of prospecting the very promising ground in that vicinity. The price of the ticket covers transportation, food, shelter and the free carriage of 400 pounds baggage.

Early in January an advance party with horses will be sent up the Stickeen River to build shelters with stoves for cooking and warmth and establish supply depots.

After the Coast Range on the Stickeen River has been passed the expedition will go through a country where the snowfall is generally light and along the greater portion of which a white population has been living for some years.

The Corporation will establish trading posts at Teslin Lake, Dawson City and other Yukon points and will furnish supplies to purchasers at reasonable prices.

The price of a ticket covering the accommodations above mentioned is $500, one-half of which must be paid into the Bank of Montreal at Victoria at the time of signing the contract for transportation, the balance to be paid before the sailing of the steamer from Victoria.

As the number of persons by this route will be limited, applications should be made at once, and to secure a ticket, each applicant must, with his application forward a Post Office order for $20.00 payable to the Bank of Montreal at Victoria.

The Corporation reserves the right to select members of the expedition and will return all payments made to unsuccessful applicants.

SPECIAL RATES ON EXCESS BAGGAGE.

The provisions included in the 400 pounds of personal baggage can be purchased from the Company before leaving Victoria.

The Corporation will, at a later date, be prepared to transport passengers in their own ocean and river steamboats to the Stickeen, Yukon and Teslin Lake waters.

ADDRESS

The Klondyke Mining, Trading and Transport Corporation

30 Broad St., VICTORIA, B.C.

This corporation must not be confused with a company of nearly the same name, having its headquarters in Spokane.

Klondyke Outfits

PRICE LISTS NOW READY

B. WILLIAMS & CO.,

CLOTHIERS and HATTERS, 97 and 99 Johnson Street,

Victoria, B.C.

LARGE FRUIT FARM

TO LET OR SELL.

A large Fruit Farm, close to Harrison Lake. Canadian Pacific Railway runs through the property. 70 acres in fruit, of which about 30 acres are bearing (8 years old), also about 4 acres of small fruits. Good buildings. Excellent fishing and shooting.

There is 649 acres included in the property.

No flood of any kind. This farm includes the only available townsite on the railway track for the Harrison Lake Mining District. Apply,

HOPE, GRAVELEY & CO.,
536 Hastings Street, Vancouver.

THE PRESENT ISSUE OF

THE

SEMI-WEEKLY COLONIST

SEVEN COLUMNS. • EIGHT PAGES. •

Contains all the News

INCLUDING FULL REPORTS OF ALL THE

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