

An Active Commission

Details of the Work of the Imperieuse on This Station.

The Story of Her Interests in Cruise in South American Waters.

Some Incidents in the Varied Life of the British Tar.

The Army and Navy Record just received has an interesting sketch of the commission of the Imperieuse, which reached Portsmouth on the afternoon of August 12th, by one of the ship's officers. It is as follows:

The cruiser Imperieuse, which has just returned to Portsmouth on the termination of three years' service in the Pacific, was commissioned at Portsmouth on March 5th, 1896, as flagship of Rear-Admiral Fisher. She left Portsmouth on March 10th, and started her commission in the teeth of a fresh south-west breeze. After getting clear of bad weather in the channel and bay she made a quick and fine passage, calling at Madeira, St. Vincent and Montevideo, and reaching Cape Virgin, the Eastern limit of the Pacific station, on May 5th. Three days were spent in the Straits of Magellan, and calling at Coquimbo, Calao and Acapulco, for coal, the Imperieuse met the Royal Arthur at Esquimalt on June 10th, having taken less than twelve weeks to complete the journey of 14,600 miles from Portsmouth. In three days the transfer of the command of the station was completed, and the Royal Arthur left for England.

With the exception of a few days' visit to Comox for target practice, the whole of the summer of 1896 was spent in Esquimalt harbor, settling into the new surroundings and enjoying the British Columbian hospitality and summer weather, both of which are incomparable in the world over. During October, the vessel visited Vancouver, Hornby Island and Duncan Bay, and stayed a fortnight at each place, the gunnery and rifle range at Comox Spit, the building of which gave as many a week's hard work in the course of the commission. This range, built entirely by men from the Pacific coast, is a fine shooting range, and is now as good and well furnished as any naval range, and will long serve as a memorial of the Imperieuse on the station. Leaving Comox we paid our only visit during the commission to Port Angeles, the American base of operations, but eight miles distant from Esquimalt. After this cruise we stayed at Esquimalt, with Christmas, the admiral hoisting his flag in the Phœnix for ten days to sail.

On the first day of the New Year, 1897, we were off on another cruise, which lasted nearly two months, Nanaimo, Duncan Bay, Drew Harbor and Vancouver being visited, and another fortnight's work being put in on the rifle range at Comox. Cruises in the Columbian waters suit ardent sportsmen well. Most of the places visited are but thinly populated by squatters and small ranch-holders. The game has not, therefore, been driven back by over-shooting, as it has near Victoria and Vancouver, and the cleared areas attract the birds and make them easier to get at. Ducks, geese, quail, and snipe abound in their seasons, and a few pheasants and snipe are to be picked up here and there. For those who delight in a better game there are plenty of island deer close to the coast, and bear and elk have extended excursions ashore.

On March 14th we started on our first cruise in Central America. Calling only at Santa Monica, we arrived at Acapulco on the 24th, and between that date and April 10th, when we started north again, visited all the principal ports as far as Corinto, including San Jose, Amapala and La Union. From San Jose the admiral, with a party of officers, went up to the Matamoros City, where there were entertained as guests of the president. For five days they were fêted and feasted, and still speak of Guatemala in terms very different to those which they would use of any other place. The admiral, who spent the time rolling to and fro in a heavy swell beneath a pitiless sun over the village of San Jose. The Central American coast has few attractions, as those who have cruised on either side know well. The places visited are mere collections of agents' houses, law-keepers' courts and storehouses clustering round a pier, whence the weekly steamer takes the produce of the district—mostly coffee, sugar and bananas. All the larger and more interesting towns are inland, and generally accessible only by several days' mule ride over a bad road. The climate is very hot and damp, and combined with an ever-present small, renders life on shipboard far from pleasant. The Imperieuse got back to Esquimalt at the end of April after spending for four days against a heavy sea off the well-named Cape Foulweather.

Making but a short stay, we went on to Comox, and spent a month in prize firing, rifle practice, and working on the new range. Petty Officer Lawrence made the top score in the rifle practice on June 1st.

The Emperor in June, in view of the approaching Jubilee, we returned to Esquimalt, Victoria, ever anxious to show its loyalty, carried out a most elaborate programme of celebrations, extending over five days. The principal feature was a review on Macaulay Point, in which the Victoria and Vancouver battalions of the Canadian Army, the Royal Naval Band, the Royal Engineers, and the Royal Engineers, were reviewed on the occasion. On June 22nd all the ships in Esquimalt harbor, including the United States battleship Oregon and the merchant vessels, were dressed with flags, and at noon the 60-gun salute fired by four ships, reverberated through the forests and re-echoed from the rocky hills of the western extremity of the empire. A ball, given on June

23rd by the citizens of Victoria to Her Majesty's Navy brought a week of festivities to a close, and the Imperieuse crossed the Straits to Vancouver to take part in the celebration of Dominion Day, which, by an unwritten law, belongs to Vancouver as that of the Queen's birthday belongs to Victoria.

Returning to Esquimalt on July 12th, we spent two months there, broken only by a ten days' visit to Comox in August. On September 9th the officers gave a very successful ball in the sail loft of Esquimalt yard, which was tastefully decorated and lit by electric light from the ship's dynamo.

On September 22nd we proceeded southwards, again calling at San Luis Obispo and Ballinas Bay, and arriving at Acapulco on October 3rd. Leaving Acapulco two days later, we ran into one of the sudden storms frequently met with in the Gulf of Tehuantepec, during which Leading Shipwright Charles Gibbs, whilst closing the after port, was washed from the deck. The ship was at once stopped, and every effort made to find him; but, with a heavy sea running, hope was small, and, after an hour's vain search, the service for the dead was read, and we went our way. Arriving at San Jose on October 8th, we stayed three days, and then proceeded to Cochos Island. There, under the directions of an adventurer, named Hartford, we engaged in a search for treasure hidden in 1829 by the pirate Graham, but, incessant heavy rain hindered the work.

The forest-clad island is honeycombed with tunnels made by seekers for this treasure. The Costa Rican government, who claim the island, for three years employed a large number of convicts in the search. After three days fruitless labor we returned to San Jose, and thence, calling at Acapulco, to Esquimalt, arriving there on November 3rd. After a fortnight at Vancouver and a fortnight at Comox we returned to Esquimalt for Christmas.

January, 1898, was spent at Esquimalt, and on February 2nd the Imperieuse set out on a long southern cruise, calling at Monterey and Magdalena Bay, Acapulco was reached on February 18th. The ensuing three weeks were spent in Central America, where affairs were much disturbed. Revolutions were in progress in Nicaragua and Honduras, and the recent assassination of General Barrios, the president, was expected to cause political trouble in Guatemala. During this time we paid our first visit to Panama. The "Gate of the Pacific" makes an impressive appearance from the sea, its old fortifications, and numerous towers showing up against the dark Ancon Hill, with an air of solidity, and yet picturesque. The stone walls, which the Spaniards built in the course of years taken a warm red tint which is very pleasing. Panama borrows from the past and future an interest at present little deserved. Memories of Spanish plate fleets and British-huged vessels, of the Californian gold rush, and its attendant bloodshed and robbery, lend romance to the narrow, ill-paved streets and the ruined fortifications, churches and palaces. An advance notice of the prospect of commercial success, which by the energy of the new canal company, seems assured, is seen in the huge wharf at the Pacific entrance of the new half-completed canal. Calling at Payta, Callao and Iquique, we arrived at Coquimbo, the southern headquarters of the station, at the end of March. After a ten days' stay we started north again. Making no longer delay at Callao than was necessary to coal, we passed through the Galapagos Islands on April 20th and 21st, and arrived at Acapulco six days later. War had just been declared between Spain and the United States, and many wild rumors were current of Spanish privateers on the Pacific coast, and a mail steamer on sighting us stoked up and ran towards the land, and the little towns of Wilmington and Monterey were thrown by our warlike appearance, into an alarm which changed to enthusiastic demonstrations of friendship when the white ensign was recognized. The latter salute saluted the British flag with two funny old muzzle loaders, which had been put on a hill top to strike awe into the hearts of the Don.

We arrived at Esquimalt in time to take part in the Queen's birthday celebrations. In conjunction with the Canadian militia, and the Royal Marine Artillery and Royal Engineers stationed at Esquimalt, a sham battle was fought on Beacon Hill, followed by a review and march past. The usual regatta took place on the Gorge, and all ships at Esquimalt sent competitors. Immediately after the Queen's birthday we left for Comox, where a month was spent in prize firing and rifle practice. This year Leading Seaman Clarke was our champion shot, with a score of 198. On July 1st we went to Vancouver, where the chief attraction of the Dominion Day celebrations was a race for the sculling championship of the world between Gaudaur and Johnson. The former won apparently without being drawn out at all. On our return to Esquimalt the North Pacific Amateur Oarsmen's Association held a regatta in the harbor. Unfortunately heavy squalls made it impossible for out-rigger boats to race until after dusk, but a good programme of races for naval boats was carried out during the afternoon.

On July 25th the Governor-General of Canada and Lady Aberdeen visited the ship, and were received with viceregal honors. Later in the month the Press Association of the States of Wisconsin and Michigan, a large tourist party of journalists, visited the Imperieuse, and were not happy until they had seen every corner of the ship. Their outspoken comment, and comparison of the British navy with that of Uncle Sam, the glorification of "colours," the former, were most amusing. The extraordinary "yells" they gave tongue to as their boats left the ship were no doubt intended to be complimentary; they were certainly extremely unusual.

The autumn was spent cruising between Esquimalt, Vancouver and the settlements further north. Two spells of ten days each were devoted to carrying out improvements on the life range at Comox. Roads were built, of old boiler tubes and ashes, and a grove of young pine trees was planted in front of the mess hut. During November the strained relations with France kept the flagstaff at Esquimalt; but in December another cruise was made, in the course of which we visited Salt Spring Island, notable as the site of the first British settlement on the West Coast of Canada. At Comox the admiral assembled a squadron of five ships, and sent them on cruises to the various settlements on the coast and neighboring islands, re-assembling them at Drew Harbor.

Valdez Island, whence all returned to Esquimalt just before Christmas. The New Year, 1899, found us paying our last visit to Vancouver, where we thoroughly enjoyed a spell of real winter weather. A hard frost made splendid skating on Trout and Burnaby lakes, and heavy snow succeeding put the roads in trim for sleighing and coasting. The day before we left the Vancouver club gave a most enjoyable dance in their club house as a farewell to the admiral and officers, January had an unlucky ending for the Imperieuse. On the 10th of that month a sad accident in the engine room resulted in the death from scalds of Stoker Thomas Bennett, and two days later his shipmates followed him to his grave in the naval cemetery at Esquimalt. An outbreak of influenza in the middle of the month rapidly filled the hospital, and necessitated the reading room in the dockyard being fitted up as a hospital ward. For some days the number in hospital was over a hundred, and quite half the men in the ship caught the infection. Early in February, however, we got rid of it, and the admiral then took the ship for a final visit to Comox, returning on March 1st. The last month in Esquimalt was enlivened by many farewell entertainments, including a most successful dance given by the officers in the Blue Ribbon Hall. All were sorry to see the Imperieuse depart, and the hundreds of friends came on board to say goodbye, and crowds assembled on the rocks round Constance Cove to see the last of the Imperieuse as she steamed out of the harbor homeward bound. The first night of the voyage was Monterey, a pretty American summer resort, where the passage between Acapulco and Esquimalt was often broken during the commission. Leaving there we called at Magdalena Bay, Mazatlan, San Blas, Acapulco, San Juan del Sur, Panama, Payta, Salaverry and Ancon, and arrived at Callao on May 12th. Lima, the "City of Kings," is but seven miles from Callao, and can be plainly seen on clear days, the number of its spires and towers giving it a very striking appearance. It is 500 feet above Callao, but so even is the slope that the land between the two towns appears to be quite level. From Lima the Peruvian Central Railway runs to the ocean, the line of Oregon, tunnelling the Andes at a height of 15,000 feet, the highest point in the world reached by any railway. A number of officers and petty officers made excursions up this line. The bold engineering, grand mountain scenery, the wonderful remains of the old Inca civilization make it a most interesting trip. Lima being so easy of access, nearly everyone visited the old Spanish capital, which is now a city of the future, with broad streets, and with the same air of sleepy well-being as an English provincial town. In the Cathedral Pizarro's remains are still shown to the curious. The bull ring, the many old churches, the picture gallery, and the museum are all well worth a visit. Leaving Callao on May 22nd, and calling at Pisco, Arica and Iquique, we arrived at Coquimbo on June 1st. The Warspite, our reliever, arrived on the 17th, and we left the company for five days, the Imperieuse leaving for England on June 22nd.

The weather, which has proved our friend all through the commission, did not desert us towards the end. Despite gales on the coast, and a deluge of rain, mail steamer, we slipped safely into the Straits of Magellan on June 20th, and for the first three days were favored with sunny weather, in which to admire to the full the glorious snow-capped peaks of glaciers and from torrents which border this marvellous sea lane. Clearing the station on July 5th we called at Montevideo, Rio de Janeiro, St. Vincent and Madeira, and arrived at Spithead on August 17th.

In the course of three years and five months abroad the Imperieuse has travelled 65,320 miles, visiting 53 different ports, some of them as many as twenty times. To effect this long journey over 20,000 tons of coal have been expended.

A LADY'S STATEMENT
Volunteering to Act as Witness in Favor of Dodd's Kidney Pills.

Suffered With Pain in the Back and Lameness—Sore Symptoms of Diseased Kidneys—One Box of Dodd's Kidney Pills Sufficient to Cure.

Cumberland Bay, N.B., Sept. 1.—The ladies of the Maritime Provinces are every day becoming more and more convinced of the truth of the saying, "Dodd's Kidney Pills are women's best friends." The reason of this is that they are so very natural, physical make-up and manner of living, especially liable to Kidney Disease, and that Dodd's Kidney Pills are infallible in all sorts and conditions of this many-sided complaint. Women's weakness is nothing more nor less than a disorder of the feminine organs, caused by an improper state of the blood. If the blood is in a pure, healthy condition it would mend any break in the system, and all irregularities, obstructions, aches and pains would be alike impossible.

Many women suffer daily with aching back. They need not. This is but a sign that the kidneys are out of order, in fact, the ache is in the kidneys themselves, not in the muscles or bones of the back. M.A.B. of Cumberland Bay, N.B., says: "It is with pleasure I can recommend Dodd's Kidney Pills. Last winter I was taken with lameness and pain in my back with soreness about the region of the kidneys. I lost my appetite and became weak and unable to work. After suffering in this way for some weeks I decided to try Dodd's Kidney Pills, and after using one box the pain and soreness had left my back, and I am pleased to say I have had no return of it since."

Dodd's Kidney Pills are for sale at all druggists at fifty cents a box, six boxes for \$2.50, or will be sent, on receipt of price, by Dodd's Medicine Co., Limited, Toronto.

Have no equal as a prompt and positive cure for back headache, biliousness, constipation, pain in the side, and all liver troubles. Carrer's Little Liver Pills.

Storms in Behring Sea

H. M. S. Phœnix Swept by a Northern Hurricane—Losses Two Lifeboats.

Lauria Returns From St. Michael and Cape Nome—Miners Arrested.

Steamer Lauria, Capt. White, has returned to Seattle from St. Michael and Cape Nome with 197 passengers and about \$70,000 in gold. She brings news of a severe storm which swept Behring Sea on the 19th, 20th and 21st of August. The British warship Phœnix, which, since the sealing season begun, has been patrolling the sea, suffered. She lost two of her lifeboats, smashed to pieces by the great seas which broke over the vessel. Big waves swept right over her and washed about her decks like mill runs. The United States cutters Rush and Corwin, which were also patrolling the sea, also suffered during the storm. The Phœnix and Rush put into Dutch harbor and were there when the Lauria reached that port. Sailors on the warship and cutters say it was the worst storm they had ever seen in the sea. The Lauria was caught by the hurricane. It came out from Nome on the 19th. It came up from the southeast and blew with awful force until the 22nd.

One hundred of the passengers on the Lauria were from Cape Nome and brought news of the arrest of 28 miners at Anvil City on August 14, as the result of a difficulty arising from the staking and re-staking of placer claims. A corporation, the Nome Mining and Development Company, it is said, owned all the placer claims in the city. The miners were taken up, the company wanted the men staking them to pay rental. The miners refused in a body. The company's manager, then, it is alleged, prevailed upon a local magistrate, in command of the United States troops at St. Michael, to issue an order asking that the miners pay rental or quit work. Again the miners refused, and Lieut. Craigie ordered his soldiers to arrest them all and place them in a warehouse belonging to the Alaska Commercial Company.

The miners chose a leader, T. D. Cassell, to represent them in obtaining their liberty. It is said that for the reason that the government had not food enough to feed the prisoners for any length of time they were released after two or three days.

The Lauria brought down two bodies, that of John S. Graeber, who died in St. Michael the day before the Lauria sailed, and that of Stephen Drew, who died several months ago at Cape Nome. The reports from Nome are still conflicting, but considerable gold dust was brought down from there by the Lauria's passengers. Some had boom stories to tell. S. R. Calvin, who says he has just sold out claims at Cape Nome for \$50,000, is speaking of the country said: "It is the greatest camp on earth. Men are taking from the sand on the beach from 20 to 40 as high as \$100 a day, and there seems to be no end to the gold. The claims along the creek are all panned well, some of them turning out wonderfully rich. You must remember that the Cape Nome country has only been scratched over so far, but it has been profitable scratching. There are a good many men in the country, but room for more. It is a short season country, but a rich one."

Fred Everett, of Seattle, who has been at Cape Nome for three months, says: "The beach is the richest in the world. I make no exception. I know that Logan, a San Francisco newspaper man, Schley, O'Neil and Herschberger, took out \$4,000 on the beach in one week. One day they took out \$1,600 with two rockers. Rockers were averaging over \$50 to a rocker, two men working, when I came away. The richest beach claims extend from Snake River, at Anvil City, up the beach three miles, but they are making wages as far up as Penny River. The beach yields fine amalgamates; the best in the world. Nuggets worth 90 cents have been found on the beach, a thing heretofore unheard of. Mr. Everett had in his possession one worth 60 cents."

BIG SALE IN ATLIN.
Dr. Drucker Realizes \$150,000 From Half His Claims.

Seattle, Sept. 2.—Dr. G. I. Drucker, one of the large owners of mining property in the Atlin district, has just disposed of a half interest in four claims to a syndicate for \$150,000. The payment was made in cash, and the deal was closed, and the doctor has returned from the north with an enormous quantity of gold dust, representing part of the price of his property and some of the clean-ups from his claims. The claims in which interests have been sold are located on Pine, Wright, Willow and Spruce creeks. Dr. Drucker is a member of the state board of medical examiners of California, and a leading physician of the health of this coast. He is enthusiastic over the outlook in the Atlin country, and says it will yet receive the recognition it deserves as one of the wealthiest districts of the northern country. He left for Eastern Oregon yesterday morning, where he has mining interests.

CHINAMAN KILLED.
A Chinaman was killed at No. 4 slope, Union mines, on Thursday. A fall of coal from the roof of a stall crushed him to death. A jury viewed the body and the scene of the fatal accident, and the inquest was postponed till next Thursday, as Inspector Morgan is to take part.

CASTORIA
For Infants and Children.

See the small illustration of the wrapper of Castoria in every drug store.

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SEE THAT THE FAC-SIMILE SIGNATURE OF CHARLES H. FLETCHER IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS & CHILDREN.

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

The Simple Signature of CHARLES H. FLETCHER NEW YORK.

At 6 months old 35 Doses—35 CENTS. EXACT COPY OF WRAPPER.

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S.-T-O-R-I-A.

Around Grand Forks
Evidences of Great Prosperity in All Lines of Business.

The Kettle River Valley as an Agricultural and Horticultural Section
(Special to the Times.)

Grand Forks, B.C., Aug. 30.—The city council of Grand Forks at a recent meeting adopted a resolution thanking the provincial executive council for its prompt action in reinstating Douglas Macdonald, who had been suspended by ex-Attorney-General Martin. The resolution also expressed confidence in the manner in which Mr. Johnson has hitherto discharged his duties.

The activity in building circles here shows no signs of abatement. About forty stores and dwellings will be completed before the first of November. There has been a great scarcity of lumber lately. The latest project to be undertaken will be the erection of a large cold storage warehouse.

The C.P.R. tracklayers to-day reached the first crossing of the Kettle river, one and one-half miles east of this city. W. A. Campbell, who, with J. K. McGregor, recently purchased the water power franchise at the Boundary Falls, was in town to-day. Mr. Campbell states that the work of developing the power will be completed within sixty days. A turbine water wheel and a Westinghouse dynamo will be installed. The water will be conveyed to the water wheel through a 28-inch steel pipe five hundred feet long. A contract has been let for supplying Greenwood with two thousand incandescent electric lights. B. C. Riblet, a Spokane hydraulic engineer, who was employed to make an examination of the falls, states that the proposed improvements will develop six hundred horsepower at low water and nearly four times that amount at high water.

Harvesting in the Kettle river valley is nearly finished. The crop has been an abundant one. An idea of the fertility of the valley can be formed from the results accomplished this season on the ranch of W. H. Covert, one of the pioneer ranchers. He had over two hundred acres under cultivation. Mr. Covert reports that the potato crop was very large. The yield exceeded eight hundred bushels to the acre. Wheat and oats both average sixty bushels to the acre. Carrots, turnips and cabbages did exceedingly well. The apple crop will be small, owing to the hard winter. There was an abundant yield of prunes, strawberries, raspberries and blackberries. Mr. Covert estimated his receipts from the sale of small fruit at \$400 per month. He declared this section to be the best fruit-growing portion of the province. He proposes putting an additional one hundred and fifty acres under fruit cultivation next season. He stated that he had no difficulty in obtaining a ready local market for his products; in fact, the demand was greater than the supply. His ranch is watered by irrigation. Hay averaged 30 tons to the acre. Mr. Covert expressed the belief that the ranchers of the valley will soon abandon general farming and will devote all their energies to fruit cultivation. With the increase of the mining population he believed that the market will become better every year. Mr. Covert added that the acreage now under cultivation exceeded three thousand.

LAURIER AT HOME.
(Special to the Times.)

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DISAPPEARED!
Kidney Pains All Gone. What Did It? Doan's Kidney Pills. How Do You Know? A Kingston Man Says So.

Mr. W. J. Papp, 112 Baffie street, Kingston, Ont., writes as follows: "Having been troubled with kidney disease for years, and not having received any permanent relief until I used Doan's Kidney Pills. I take great pleasure in letting others similarly afflicted know of the wonderful curative properties possessed by Doan's Pills. Before taking them I was troubled at night by having to rise, but can now sleep, and do not feel weary in the morning. I hope that this may induce other sufferers from kidney or urinary troubles to give Doan's Kidney Pills a faithful trial, for I know that no other remedy could have acted so well as they did in my case."

Doan's Kidney Pills are the only sure cure for Backache, Bright's Disease, Diabetes, Dropsy, and all Kidney and Urinary troubles. Price 50c., all druggists. Doan Kidney Pills Co., Toronto, Ont. Ask for Doan's and refuse all others.

ture, took up the bonapartism point of view to be his conviction, that the styles of Dreyfus, that the latter fitness went into an investigation of the phraseology of hinting out that certain great severity, said: "I never in those of"

commissionary. Major always blundering, as he had been present at the court before he had said "yes," at which great severity, said: "I never in those of"

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Labori, General Gonz yfus having been com- his duty to go back

Gen. Gonz and Col. The latter, being ave Gen. Gonz letters can be realized that he abominable intrigues, lived in Tunis a letter the late Col. Henry, sent of General Gonz Colonel Picquet add- not responsible for the ation of the letter. Gonz said he had not to Henry's letter, and rt perceived machina- everywhere.

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Gen. Gonz in hand tampering with Pic- dence while Col. Pic- is, and Gen. Gonz ad- etter was opened, and of this letter were used am. The general insti- only suspected letters hart were opened. Pic- thatically that all his id.

CE FREE TO MEN.

requested to publish the n. who are nervous and n. are suffering from troubles resulting excess or youthful ex- hat most medical firm- cure these conditions upon. Mr. Graham, a n. Ont., living at 4374 was for a long time above troubles and at- many advertised reme- s, etc., became almost and hopeless. Fin- in an old Clergyman to an eminent skill- ough whose skillful y and perfect cure was

own sorrow that s- ers are being imposed ous quacks. Mr. Gra- his duty to give his nent of his experience a cure by informing write to him in strict to be cured. No at- given to those writing sity but any one who re is advised to ad- as above.

Stewart River, N. W. Queen's.

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