(FROM THE DAILY COLONIST, August 27).

THE CITY.

MRS. POWELL and Miss Spencer were appointed delegates yesterday to represent the Y.W.C.T.U. at the provincial convention of the senior organization of the society next week.

A. H. KONSNETKOFF, director of the bureau of statistics at St. Petersburg, is spending a few days at the Victoria Hotel in the course of a tour of the Pacific coast for the purpose of compiling statistics on rural economy.

FRED. J. DANIELS has lost no time in accepting the challenge issued yesterday by H. G. Dalby for a mile foot race. "I shall be pleased," he says, "to meet him, if he will put up a trophy and can make satisfactory arrangements as to time and place."

MR. ARTHUR T. CURTICE, and Miss Louisa S. Cook were last evening made Mr. and Mrs. Curtice through the instrumentality of the Rev. Dr. Campbell of this city. Both parties to the contract are residents of Tacoma, which city they will make their home.

THE death of Mr. Michael D. Gleason, of 96 Bay street, occurred yesterday morning at an early hour. Deceased who was by trade a carpenter and has been a resident of the city for upwards of ten years, leaves a widow and four children. The funeral will take place on Saturday afternoon at 2:30 from the family residence.

THE Americans who left on the last steamer for the North with the intention of penetrating the Yukon country by the Taku route, evidently forget that the port of entry for goods entering that country is located at Tagish lake, and any goods going in via Taku without paying Tagish a visit may be confiscated without ceremony.

E. L. PEASE of Montreal, who was in Victoria on Wednesday, has made arrangements for the establishment of a branch of the Merchants Bank of Halifax at Rossland. This is the first branch of that institution to be established west of Montreal, and is an indication of the attractiveness with which, the mineral districts, are regarded as a field for investment by Eastern capitalists.

NOT only every available steamer, but even sail craft, are now being pressed into the Northern service. The latest announcement in this connection is that the schooner Annie C. Moore, Captain Chas. Hackett, owner and commander, will be given quick despatch for Skagway with a cargo of hay, oats and other produce. Some eight others of the sealing fleet are also being prepared for similar service.

THE Bristol when she sails for St. Michael's next week will have among her cargo a complete assaying plant, which, accompanied by Mr. Hubbard of Pres-ott, Ore., is being taken north by the North American Trading & Transportation Co. It is the intention of this company to establish assaying works as well as a large private bank at Dawson City, the fittings for their office premises having been forwarded by the Islander on her last trip.

H. M. COMER and wife, H. M. Comer, jr., Miss Mary Comer, Miss Lillas Comer and John D. Comer, of Savannah, G. and E. T. Comer and wife, of San Angelo, Texas, are a family party of pleasure seekers at the Driard. H. M. Comer is president of the Georgia Central Railway Co., and is enjoying the first vacation he has had in twenty-five years. The party travelled from Banff in Vice-President Shaughnessy's private car, and speak in the highest possible terms, not only of the courtesy and urbanity of the officials of the road, but also of the construction and management, their expectations in regard to which have been more than realized.

AMONGST the intending passengers on the Bristol on her next trip are three returning experienced Yukon miners who are taking up with them a three years' supply of provisions, and who intend striking out into a portion of the country hitherto untraversed by white men. Desirous of keeping their identity and plans private, they nevertheless gave a COLONIST reporter yesterday some very convincing evidence of their familiarity with the Yukon country and of the richness of the diggings. That the rumors of the quantity of gold which it is said is coming down the river, are in all probability true, they firmly believe, and they say when the men who are now swarming into the country get down to work, the output will be the greatest ever known in the history of the world.

"KLONDYKE in thirty days or bust" the motto of F. R. Miles, of Anaconda, who is in town on his way to the Northern treasure land, and who intends going in by way of the Stickeen-Teslin trail. Mr. Miles, who was in Victoria a few years ago, goes North in the interests of English capitalists, and his claim to be able to reach Dawson City within the time specified is founded on what he terms his experience in trail cutting in Montana. For the last nineteen years the mountain fastnesses and desert places of this state have been traversed and dwelt in by this new recruit to the northward marching army of gold hunters. Mr. T. Miles and his partner, T. Sewell, are being outfitted by Wilson Brothers, and intend going North as far as Wrangel, where in default of steamer transportation the two voyagers will trust to luck and Indian canoes to take them up the Stickeen river as far as Telegraph Creek.

THERE was plenty of originality in the Klondyke social at Calvary Baptist church on Wednesday evening. The entrance of the church was arranged to represent one of the different passes leading over the mountains from Dyea and Skagway, the route being so difficult that not a few would have abandoned the task had they not been assisted. In the church little tents and other camp scenes were scattered everywhere, while confronting the weary traveller, as he or she emerged from the "pass," was a large view of the Islander landing her passengers at Skagway. In connection with the entertainment was a quartette rendered by Mrs. Clyde and Mrs. Spofford and Messrs. Clyde and Watson; an instrumental solo by Miss Buckman, a recitation by Rev. Ralph W. Trotter, a "Klondyke" recitation by Miss Strachan, an instrumental selection by Miss Dier, and a solo by Mr. Watson. Refreshments such as would form the rations of a Klondyke sojourner were provided in abundance, coffee and cake being only served when the social was about to draw to a conclusion.

HON. B. G. MOORE and wife, who came down from Alaska on the Topeka, were passengers to the Mainland last night. Mr. Moore, who was formerly a prominent member of the Democratic party in Spokane, Wash., is now collector of customs in Alaska.

OPINIONS to the contrary notwithstanding, it is the general belief amongst those who have had experience on the Yukon river, that the Eugene will have no difficulty in landing her passengers at Dawson City by the end of September, before which date little or no ice will have formed in the river. And this on the supposition that the little steamer and her convoy do not clear from Victoria before Monday.

ANOTHER death, this time of a "papoose" is reported from the Songhees reservation. A COLONIST reporter, during a visit to the Indian settlement across the bay yesterday, was impressed with the idea that sickness is somewhat prevalent. That the conditions are admirably calculated to promote it is made amply clear by the multitude of odors which in some parts of the village assail the olfactory organ.

INDIAN "drunks" are keeping the city police force busy just now. What looked like being a serious case was observed yesterday morning, when three or four siwashes in a canoe first threatened to hasten their own departure to the great beyond by the medium of the waters of the bay, and then with ugly-looking edged weapons seemed bent upon giving the happy dispatch to some kindhearted brother Indians who undertook to rescue them from an imminent watery grave.

AMONGST the attractions which have been associated with the celebration of Labor Day in the Terminal City in previous years has been a trades procession, in which the various local industries have invariably taken much interest. Some of the members of the local labor organizations have suggested the idea of incorporating this feature in the programme here on Monday, September 6, and it may possibly receive the consideration of the committee of arrangements.

THE farewell complimentary benefit to W. J. Alexander at the Trilby music hall last evening was a great success. A long programme, which fairly bristled with specialties, kept the audience in good humor from the first number to the last, and the hearty reception accorded Mr. Alexander on this, his final, appearance in the city, was an earnest of the high appreciation in which he is held. The pie eating, shaving and bootblacking competitions were provocative of much merriment, and in the boxing contest the audience were treated to a display of skill much above the average.

LIEUT.-COL. GREGORY, who as a representative of the Fifth Regiment accompanied Sir Wilfrid Laurier to London, Eng., on the occasion of the Queen's Diamond Jubilee, returned home last evening delighted with the hospitality everywhere extended to him. Once arrived the Colonel was taken in charge by friends and was their guest for the remainder of the evening. The Fifth Regiment band was on hand when the Charmer landed and played a number of selection both at the landing and on the streets. Col. Gregory, like all home-coming Victorians, says Canadians were the favorite and favored representatives at the Jubilee celebration. So pronounced was this fact that it made many an non-Canadian militiaman wish that he was among the Dominion representatives.

SAM LEVY, who, upon the evidence of Charlie Billie, a Saanich Indian, and a klootchman of the same tribe, was found guilty of supplying the former with a bottle of "square face," contrary to the law in such cases made and provided, has contributed $150 to the civic finances, and is now probably ruminating upon the perfidy of the swarthy couple who "peached" upon him. Joe Sarantis, the "scorcher," escaped very lightly yesterday when brought up on the charge of contravening the bicycle by-law. Sarantis is the man whose wild untamed career along Government street on Wednesday resulted in a collision between himself and a lady pedestrian with painful results. His excuse that he was on his way to fetch some medicine, and that great haste was necessary, did not avail him so much as the fact that it was the first time he has been charged (in court) with the offence. A fine of $3 and costs was imposed, and it is to be hoped Mr. Sarantis will hereafter regard more sacredly the rights of pedestrians. Drunken Indians came in yesterday thick and fast, and the usual crop of "supplying liquor to Indians" cases is expected to result as soon as the inebriated Siwashes recover their equilibrium and their memory.

GAZETTE ANNOUNCEMENTS.

New Provincial Company—Regulation of Public Commons.

The Lieutenant-Governor-in-Council has been pleased to rescind the appointment held by W. J. Goepel as acting gold commissioner and government agent for the Nelson division of West Kootenay.

The Golden Province Mines of B. C., Ld., has been licensed as an extra provincial company with head offices in England and capital stock of £135,000, divided into shares of £1 each. The Hill Syrup Company is another extra provincial organization registered during the past week. Its head office is in Seattle and the capital stock is but $3,300 in 33 shares. The only provincial company registered during the past week is the Slocan Lake Gold and Silver Mines, Limited, which has its headquarters in Nelson, and is capitalized at $1,000,000 in $1 shares.

This week's Gazette contains the full regulations governing the grazing of cattle upon the Dominion lands within the railway belt. The minister of the interior, it is provided, may upon the application of two-thirds of the residents on any tract of land not less than a township in area, proclaim such portion of these Crown lands a common as may be sufficient for the depasturing of the cattle of the residents in the locality. No sheep or swine are to be pastured or kept on such common, and provision is made for the management of the common by local boards of overseers.

Magic Liniment is a bye-word in every household where used. It relieves burns and scalds the minute applied. No household should be without it. 25 cents, by all druggists. x

SKAGWAY AND DYEA.

Mr. T. R. McInnes Gives An Idea of the Two Places and the Trails.

A Graphic Description of the Difficulties to Be Encountered—Some Good Advice.

In a letter to the COLONIST, Mr. T. R E. McInnes, son of Senator McInnes, and one of the officials sent north by the Dominion customs department, gives the following information of the routes into the Yukon by way of the Skagway and Dyea trails:

"As doubtless the majority of Victorians intending to enter the Yukon country will choose the route via Skagway or Dyea, I have thought it might possibly be of service to some of them to give a slight description of the two places and the trails leading from them. Skagway is the first place at which boats call and by far the more important place of the two. Three weeks ago there was not a dozen people here, today it has a population of two thousand, with stores, saloons and restaurants, all, or nearly all, under canvas. The main street leads up from the tide flats and is the beginning of the trail. About half a mile from the town is a small but very turbulent river. During the last fortnight one man and three horses have been drowned in attempting to ford it, and many sacks of provisions have been lost in it. The miners have united to work at improving the trail as far as possible. So far they have not succeeded very well. Nearly every day brings a new boat load of men with the inevitable proportion of "hogs," determined to push on and profit by the work of others on the trail without themselves contributing any money or labor to its improvement. In a few instances these fellows have been kept back by force, but in the majority of cases a few miles of the trail itself is sufficient to give them a first lesson in altruistic labor. Probably by the middle of September there will be such a blockade here that the necessity for organized effort will become apparent to all. However, the trail has been somewhat improved already and the first evidence of it is the bridge which now spans the river about a mile and a half from the place where it used to be forded. This bridge is a corduroy affair about six feet wide and two hundered feet long on four trestles with one span of sixty-six feet. The trail then leads over soft level ground for about three miles to the foot of the first hill. About a thousand people are camped there. The hill is some five hundred feet high and very steep, and consists of mixed rock and bog. The horses sink in places to their saddles and cannot carry more than a hundred pounds. Having reached the top a descent is made of about a hundred feet, and the trail runs along fairly good ground for about two miles to a lake. A bluff rises sheer from the lake some two hundred feet high, but there is a narrow margin about two feet wide between the foot of the bluff and the water. This margin constitutes the trail for another half mile. A party entering from one end keeps shouting till half way across so as to warn pack trains not to advance from the other end, as there is not room to pass. An ascent of one thousand feet then begins, but it is not quite so bad as the first hill. It is ascended in a zig-zag fashion that the men call "the switchback." At the top is a bog of half a mile or so in length, then a descent begins again on the switchback plan. The trail here is very bad, horses have to traverse slippery shelves of rock that slope at an angle of forty-five degrees and from which the moss, that at first gave them a foothold, has been all worn off. The descent here is about nine hundred feet, reaching the riverbed again. Then comes another climb of a few hundred feet to a marshy flat. This is about ten miles from Skagway. I have no personal knowledge of the trail beyond this, but am told it continues of much the same character for ten miles more when the summit of the White Pass is reached. From there to Lake Bennett is seventeen miles and with the exception of one bad bog the trail is easier. At Lake Bennett boats may be bought for $100 or easily enough built, and from there to the Klondyke all is plain sailing comparatively speaking. Dyea is the starting point for the trail through the Chilcoot Pass. The summit of this pass is seventeen hundred feet higher than the summit of the White Pass. Horses cannot go over it. It is a steady ascent all the way till the summit is reached. Indians do a great deal of the packing, carrying from one hundred to one hundred and fifty pounds for a whole day. But they have earned all the money they seem to want and are becoming very unreliable. They frequently throw their packs down "any old place" and walk off and offers of more money will not bring them back. Their rates are 20c. a pound through the pass. Very few are not attempting the Chilcoot Pass but those who have started that way are making better progress than the White Pass men. The White Pass, however, will undoubtedly be the only one open for sledging. Fully three-fourths of the men here now will not attempt to move from here till February. Not till then will sledging be good. Those who do get through the White Pass by next month will undoubtedly have to winter in the vicinity of Lake Tagish. Until then the Yukon river is in such a broken up condition as to make sledging impossible. In February, however, the surface is said to be sufficiently levelled with snow to make good sledging. I should advise any one not to think of coming up here before February at least. The trail here at present is dotted every half-mile or so with dead horses and with piles of goods apparently abandoned, but in reality left for a return trip by the owners, who have struggled on perhaps a mile ahead. Each man has about a thousand pounds with him, and an average of two miles a day is considered good progress. In some cases goods have been actually abandoned on the trail by discouraged men who could find no purchaser for them and would not toil back to Skagway with them. Dozens have given up after a week or so on the trail and returned to Skagway to await the first steamer south. The great majority, however, intend remaining here till sledging becomes practicable and are building log cabins for use in the meantime. Many others have avowed their intention of remaining here and going into business, confident that Skagway will become an important town in less than a year. Landing goods is a difficult matter here at present. The choice lies between the rocky base of a mountain and a mile of muddy tide flats, and the majority of the boats coming here have dumped passengers and freight as rapidly as possible, with no regard for the convenience of the passengers or safety of their goods. The Islander, Danube and Willamette have been shining exceptions, the courtesy displayed by the officers of the first named boat in particular being still spoken of and appreciated here. In conclusion, I would strongly advise those coming here with the spring rush to have all their provisions and outfit as far as possible packed in fifty pound canvas sacks. They will have to be packed that way for the trail and it will save much labor, annoyance and expense to have them so packed at the place of purchase, with a list of the articles contained lettered on each. No one should bring a boat or material for a boat. I have seen boat material costing $40 in Seattle sold here for $3 as lumber. No boat has passed over either trail. They can be made or bought at the lakes. Horses have so far proved better than burros, and mules better than either. But those coming in February or March will, of course, not trouble themselves about either boats or horses, but bring with them light, long and strong dog sleds. Dogs, that is Esquimaux dogs, are valued here at $100 and $150, but men can draw sleds very well themselves, taking one thousand pounds over the snow where a pack horse would not take over a hundred in the summer. Day before yesterday four men arrived here from Dawson City. They have come in for supplies only, but brought with them over twenty thousand dollars in nuggets. The sight of them brought about a violent relapse in many cases that apparently were rapidly becoming convalescent of "yellow fever."

T. R. E. McINNES.

Skagway, Alaska, Aug. 15, 1897.

THE STICKEEN ROUTE.

Hudson's Bay Inspector Hall Gives Some Interesting Details—The All River Route Is Best for Freighting.

A COLONIST reporter was favored yesterday with an interview with Mr. R. H. Hall, of the Hudson's Bay Fur Department, who returned on the Topeka from a trip of inspection through the Cassiar country. There are probably very few residents of British Columbia who are in a better position than is Mr. Hall to speak authoritatively in regard to the advantages offered by the Stickeen river route as the best one to be taken by those making for the Klondyke gold fields.

From the head of navigation on the Stickeen river to Teslin lake is, approximately, says Mr. Hall, 152 miles, and for a considerable portion of that distance the trail runs through a country admirably adapted for feeding stock en route.

"Of course," said Mr. Hall, "unless, and until, we have a railroad from the point of disembarkation on the Stickeen river to the head of Lake Teslin, the route via St. Michael's and the Yukon river will be incomparably the best one for the transportation of freight, but from what I hear of the difficulties met with in the negotiation of the Skagway and Dyea trails on the way to the Klondyke, I have little doubt that the Stickeen route is the more practicable.

A good deal depends, however, in Mr. Hall's opinion, upon the results of the investigation now being made by L. B. Hamlin, C.E., into the navigability of the Hootalinqua river, and until that point be ascertained defiuitely it would be premature to speak too positively upon the advantages of the Stickeen route. Quoting from a letter received from Mr. Alex, McLennan, of Vancouver, who is now at Lake Teslin, Mr. Hall said:

"Half the country (i. e., between the head of navigation on the Stickeen and the lake), is good, dry, solid ground, affording good feed, but the balance needs cutting out."

Mr. Hall, who left Victoria on the 20th of April, has been for the greater part of the time since then in the Cassiar country. He says that a number of Chinamen are exploiting the placer claims along the creeks, and that a number of parties prospecting for quartz were also met with; several rich locations, it is claimed by these latter, having been made, and an era of prosperity may yet be in store for that one-time paradise of the hunters for the yellow metal.

Mr. St. Cyr, who is now engaged upon a survey of a portion of the country which lies to the north of the Skeena, was taken up that river by Mr. Hall, who, in common with everyone who is looking for definite information from that little-known country, is awaiting with interest the result of the explorations now being carried on. The fur trade, in which Mr. Hall is especially interested, is spoken of by him as a necessarily diminishing quantity, and doubtless many of the men who have for years earned a livelihood in the hunting of fur bearing animals have been, and are being, drafted into the ranks of the miners.

The Hudson's Bay steamer Caledonia will probably in the near future be employed in transporting passengers up the Stickeen river, as an attempt is being made to organize a party to enter the country by that route, and should sufficient inducement offer, Mr. Hall has promised to place the steamer at their disposal. There are several prospective miners now in the city who are determined to go in by the Stickeen, and provided, as Mr. Hall particularly emphasizes, the waterway beyond the Teslin lake is of a navigable nature, there appears good reason to assert that those who make the attempt have at least as good prospects of success as have those who are wedded to the notion of going via Skagway or Dyea.

CASTORIA

For Infants and Children.

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

Mining Companies' office stationery a specialty at the COLONIST office. x

PROMPTLY DISPOSED OF

The American Government Decides That British Vessels Have Equal Rights at Skagway.

Telegraphic Absurdities and Delays—Puget Sound Business Men Appreciate Facts.

An extremely interesting meeting of the Board of Trade council was held yesterday afternoon, at which a variety of matters of business were quickly and satisfactorily disposed of. Of course the Klondyke boom had its important place in the deliberations of the occasion, while Hon. Dr. Helmcken brought forward a railway project which he considers the most helpful scheme it is possible to advance at the present time, so far as Vancouver Island is concerned. This project demands mature consideration, which it will receive at a very early day.

Of course Klondyke affairs demanded first attention, a letter being read by the secretary in which Assistant Manager F. W. Vincent, of the C.P.N. Co., presented to the board the circumstances of the Danube's encounter with American officialdom at Skagway, an incident which came very near to obtaining the importance of an international complication.

"I beg to direct the attention of your honorable board," wrote Mr. Vincent, "to the fact that our steamship Danube on her last trip to Dyea and Skagway bay experienced a great deal of difficulty in landing her passengers and freight at the latter place. In fact the United States custom house officials ordered her to stop discharging and threatened to send her to Juneau, there to tie up and await instructions from Washington. After a good deal of trouble and delay only was she allowed to continue discharging her cargo and proceed on her return to this port.

"It is more than likely," Mr. Vincent continued, "that the same trouble will be met with by all other British steamers which attempt to land passengers or freight at Skagway Bay, and as the place is the only suitable landing for either, if we are not allowed to land there it will be useless to try to do business in that country at all. The United States customs house officials contend that as Dyea has been made a sub-port of entry by the authorities at Washington a British boat has no right to land at Skagway. I beg to suggest that your council take this matter up with the Canadian government with a view to having a more satisfactory understanding of the law in this respect. Otherwise the trade of this country is lost to Victoria and to Canada."

The officers of the board had wasted no time in dealing with the matter referred to by Mr. Vincent, and as a result the secretary had the pleasure of presenting to the council, attached to the letter of complaint, a telegram from the Secretary of State showing that prompt action on the part of the government had already resulted satisfactorily to Canadian interests. This telegram read:

"In answer to a telegram I sent to Washington, I am officially advised that instructions have been sent to American officials that the limits of the port of Dyea include Skagway, and that Canadian vessels have the same rights as vessels of the United States to enter at Skagway."

F. Carter, jr., of Tacoma, addressed the board as to the prospects of success which would induce the establishment of a woolen mill in this city. Mr. Carter is the manager of the Tacoma Woolen Mill Company, and in view of the fact that blankets such as they make in the United States have to pay duty if they form part of the equipment of the Klondyke pilgrim, his firm are contemplating the establishment of a second mill on this side of the boundary so that they may reap their share of the enormous outfitting business which Victoria is bound to command in the spring.

All the members of the council in attendance were agreed that the proposed new industry should be encouraged, and the secretary was finally instructed to communicate with the New Westminster board with a view to ascertaining if it is not possible to utilize the woollen mill machinery now lying idle at the Royal City. Mr. Carter will at the same time be assured of the support of the board should he decide to carry his projected enterprise into effect.

In a characteristic and strongly argumentative letter, Hon. J. S. Helmcken again urged the board to action in behalf of the construction of a railway to the north end of the Island, by which the time occupied in travelling from end to end of Vancouver Island would be reduced by an entire day, and Victoria would gain command of the entire trade of the Klondyke, while the various rich but dormant industries of the Island would at the same time be made contributary to the prosperity of the province and its capital.

The council did not see the way clear to immediate action, but purpose giving the subject careful attention at an early date.

The question of telegraphic communication having been recently before the council of the board, Dalby & Claxton directed attention by letter to two serious irregularities in transmission that had come within the scope of their personal observation.

"We received last week," their letter read, "a cablegram as follows: 'Provide oakum, pitch, caulking tools for goats'—which in the face of it is ridiculous. The telegram as written called for 'caulking tools for boats.' In another case we received an order for 967 10-gallon casks of syrup, which when corrected proved to be seven 10-gallon casks of syrup.

"We trust," the writers commented, "that some action may be taken whereby an alternative telegraphic communication may be secured with the Mainland, and at the same time furnish communication with the northern part of the province—Rivers Inlet, Skeena River, etc., etc."

On this same subject of the inefficiency of Victoria's telegraphic service, General Manager C. R. Hosmer replied thus indefinitely and unsatisfactorily to the board's request that a duplicate cable be provided to ensure better connection between Victoria and the outside world:

"I need not assure you that I very much regret that communication between Victoria and the Mainland should have been so long interrupted. It has been a cause of very much worry and anxiety to us, as well as a great expense, and I sincerely trust that we will not have such bad luck again."

The utter ignoring of the subject dealt with in the board's letter, to which this was a reply, demanded some brief discussion, the answer of Mr. Hosmer being pronounced—like the telegraphic service to which it referred—very unsatisfactory.

R. A. McGillivary & Co., of Toronto, communicated with the board through His Worship Mayor Redfern in connection with the proposed formation of a joint stock company and the establishment in Victoria of a factory for the making of seamless hosiery. The process to be adopted was a new one patented in Toronto and said to outrival anything in the line that has yet been brought forward. Hitherto, in the manufacture of hosiery, it has been necessary for each machine to have an operator in charge, while with this new invention five machines are given to each operator and all classes of goods are made. The inventor, like many other geniuses, has not the necessary capital, while he is confident that a company formed with a capital stock of $15,000 would have no difficulty in earning a dividend of 25 per cent. per annum from the start. The financial management of the company it was proposed to leave in the hands of whoever might be selected by the proposed company, Mr. Pole, the inventor, desiring to confine himself to the practical part of the business.

This letter, which also produced favorable comment, went at once to the committee on manufactures for report.

Mr. Robert Ward acknowledged with thanks his election as an honorary member of council; and the assistant secretary of the department of the interior wrote from Ottawa asking if it would not be possible for the board to prepare a mineral exhibit for the state fairs shortly to be held in Omaha, St. Paul and Detroit. If this was not convenient, the board was asked to refer the matter to somebody competent to act in the premises.

Acting on this latter suggestion, the letter had been referred to Hon. Colonel Baker, whose reply was that the expense of making these collections was so considerable that the government could not at present see its way clear to comply with the request.

This disposal of the matter did not entirely suit the council, and a letter was directed to be sent, asking the Provincial Minister of Mines to reconsider the matter, the council being of opinion that the mining resources of British Columbia are deserving of as wide advertisement as it is possible to give them.

In connection with the approaching visit of Hon. Clifford Sifton, arrangements were made for a conference with that minister, at which the alien law, the Yukon mining regulations, the 100 pounds exemption, and the appointment of a special officer here to issue mining licenses for the Yukon, will be taken up.

Upon motion it was resolved that the board urge strongly upon the Victoria pilotage authority the exemption of vessels using Esquimalt as a port of call for orders; the recommendation also being made that vessels coming to Esquimalt to dock be hereafter exempted from the payment of pilotage dues, except where the services of a pilot are actually employed.

The council also passed unanimously a resolution again urging upon the Dominion government the justice and necessity of granting at as early a date as possible representation in the Dominion cabinet to the province of British Columbia, a copy of this resolution being ordered forwarded at once to the other boards of trade and chambers of commerce in the province for their endorsation.

Yesterday's meeting was a well attended one, there being present Mr. G. A. Kirk, presiding, and Messrs. W. A. Ward, T. S. Futcher, D. R. Ker, F. J. Claxton, A. C. Flumerfelt, F. C. Davidge and F. Elworthy.

DISEASE CONQUERED.

DR. WILLIAMS' PINK PILLS GAIN ANOTHER GREAT VICTORY.

A Reporter's Searching Investigation Into a Case at Orangeville—The Claims Made on Behalf of This Medicine Fully Borne Out—The Greatest Healing Medicine of the Age.

(From the Orangeville Sun)

In a cosy little house in Margaret street, in this town, lives Mr. John Garrity, his wife and family. They are indeed a happy family, although a few years ago a sadder household would be hard to find. Their happiness was not occasioned by the sudden obtaining of a fortune, but by something much more precious—restoration to health of a wife and mother when everyone whispered that she must die. Our reporter heard of Mrs. Garrity's illness and cure, and for the benefit of our readers investigated the case; what he learned is well worth repeating. A few years ago Mr. Garrity kept a well known hotel at Chelterham and was known far and wide for his kindness and hospitalty; his wife too was noted for her amiability. However, she was stricken with a peculiar sickness her health failed rapidly and from one hundred and forty-seven pounds her weight became reduced to ninety-five pounds. Fainting spells became frequent, and a continual pain in the back of head almost drove her frantic. Physicians were in attendance, but the doctors all said there was no hope. Mrs. Garrity saw death staring her in the face, and the thought of leaving her little children caused her much sadness. She was advised to try Dr. Williams, Pink Pills, but thought they could not possibly do her any good when physicians had failed to alleviate her sufferings. Hoping, however, almost against hope, she procured a supply, and wonderful to relate she had not been taking Pink Pills long when the dreadful symptoms of her illness began to pass away, and to-day she is the picture of health. A few months ago Mr. Garrity and family removed to Orangeville, and in conversation with our representative, Mrs. Garrity said: "I cannot find words to express my thankfulness for what Dr. Williams' Pink Pills has done for me. I wish that every one who is suffering as I was will hear of this remedy. We always keep a box of Pink Pills in the house."

"Yes, my daughter is getting along in her music so well that we are thinking of sending her to some institute."

"I heard one of the neighbors say that she ought to be sent to an institution of some kind."

Party at the door—Is the lady of the house in?

Cook—Oi'm wan av thim, sorr.

Bobby—Pa, what is an heir-at-law?

Pa—Usually the lawyer, Bobby.

BUSINESS MEN ALERT.

Puget Sound Manufacturers Who Look to B. C. as the Coming Centre.

Will Locate Here to Obtain Their Share of the Spring Trade.

That the business men of Puget Sound are beginning to realize that duties will absolutely be collected on all American products entering the Northwest Territories of Canada, is evidenced by a letter which was taken into consideration at yesterday's meeting of the board of trade council. It was from the Tacoma Woolen Mill Company, one of the largest manufacturing concerns in the State of Washington, whose blankets are in such strong demand that the mill will be running night and day for a year hence to complete orders already in hand. The possibilities of the Klondyke have not been lost sight of, however, and Mr. Carter, the manager of the mill, refers to it thus:

"We can secure good inducements to build another mill on this side of the line, but owing to the duties which will have to be paid on such goods shipped to British Alaska from this side we wish to locate in British Columbia, to save the duties which must otherwise be paid and which will be an enormous profit alone.

"In addition to this, we are confident that there is a great future for the whole of British Columbia and we wish to have a share of the prosperity. Our intentions are to start the mill on blankets, Mackinaws, and heavy Alaska woolens, and eventually work up an unlimited field for fine woolens for men's suitings."

The manufactures committee of the board of trade are now giving the subject dealt with in this letter careful consideration. The proposal has many features to recommend it, not the least of which will be that it will give a market for the sheep hides now practically a dead loss to the butchers of British Columbia; and it may also bring into use again the plant of the Royal City Woolen Mills, for some time past lying idle at Westminster.

A TRIBAL MOURNING.

Chief Sheu-Wish Is Buried Amidst Grief and Woe—The Nitinats Have a Double Funeral.

Chief Sheu-Wish is gathered to his forefathers, and his brother, Captain Joe, reigns in his stead. Escorted by a fleet of canoes filled with grief-stricken members of the one-time powerful tribe of the Nitinats, who rent the air with long drawn out wailing and heartrending expressions of inconsolable woe, the body of Chief Sheu-Wish was conveyed yesterday morning from the schooner which had brought it from the Fraser river to the Songhees reservation. And there, in a secluded, verdure-hidden spot, where even within a few feet the passer-by would fail to notice the grave, the burial ceremony was performed according to the immemorial custom of the tribe.

One departure, however, from the ancient system of disposing of their dead the Nitinat Indians of 1897 are compelled to make, much to the advantage of the country, and instead of hoisting the body into a tree as, according to Gilbert Malcolm Sproat, was their custom so late as 1868, they adopt the less questionable plan of burying it in the ground, and though the grave be not, it is true, "so deep as a well," or at anyrate as some wells, "it will suffice."

Religious ceremony, there was none; but if the accompaniment of lugubrious countenances, dishevelled and disordered raiment, groanings and general "all gone to pieces" grief be taken as evidence of sincere mourning, then Sheu-Wish and the young Indian who was laid alongside him in that last, long sleep, from which there is no wakening this side of the happy hunting grounds, were sincerely mourned by their fellows. Headed by a gray-haired member of the tribe, whose stern features seemed graven with a living representation of woe, the little funeral procession wended its way from the landing beyond the E. & N. railway bridge to a sequestered nook, some three or four hundred yards away from the street which runs through the village; the two coffins borne gently by some of the "braves," who seemed to frame their demeanor upon the pattern set by their aged leader, and followed by a little crowd of weeping, inconsolable squaws.

A short speech from the "officiating" head man, interrupted throughout its length by ejaculatory remarks from the grieving squaws, which sounded to the ears of the observing scribe, strongly like the jubilant "hallelujahs" so dear to the hearts of the Salvation Army adherents, and the two coffins were lowered in their graves. With business-like promptness the process of filling in was proceeded with, the squaws prostrating themselves upon the ground, or sitting around watching with streaming eyes the last sad offices that hid forever from their sight the dear ones whom they mourned. And then as the sun made its way to the place of its going down they were left; two little mounds of newly turned earth, surrounded by a wooden fence in the construction of which no mean carpentering skill was evidenced, marking the last resting places of Sheu-Wish and the young Indian who shares with him the solemn quiet of that place. And their names, being those of the dead, no Nitinat Indian can be made to breathe.

Remedy for Horses.

Messrs. Ritchie & Co., general traders Vancouver, proclaim Magic Liniment superior to all others. Mr. Ritchie writes:—I consider Magic Liniment unequalled for horses. One of mine had a sprain on his left leg, which was swollen to an enormous size. Magic Liniment was applied two days and the swelling and soreness entirely left it. I have tried many different Liniments but never found anything to equal Magic Liniment. Magic Liniment is unequalled for horses and cattle. It cures strains, curbs, rheumatism, over-reaches, chapped hocks, wind galls, splints, swellings, and any ailment where a Liniment is required. Sold by John Cochrane and D. E. Campbell. 25 cents. x