

IMPROVED ROADWAYS.

Mayor Redfern's By-Law to Provide Clean Streets Advanced a Stage.

Changes in Staff of Fire Department—Unsanitary Shacks Must Go.

Three vacant chairs at the council board last evening left only just sufficient representatives to transact the business on hand, which, in addition to the usual routine, included several matters of great importance to the future welfare of Victoria.

Improvement of the streets. Trade with the Yukon and the proper method of advertising the city's advantages in this connection also received attention. This latter was introduced in a communication from C. H. Lugin.

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The Cateract hydraulic claim on China creek is to have work continued on it as the result of Mr. W. H. Bainbridge's trip to England, as he was successful in securing capital for that purpose.

J. L. Warner, ex-vice-president of the O. K. Mining Company, has made a statement of its affairs to the Roseland Miner, from which the following extracts are taken:

It has been stated that stock has been sold on statement as to the amount of ore the mine had 'in sight.'

On the good results obtained from the ore taken out in the course of drifting the mill and treated by the small stamp mill the construction of our present mill was undertaken, and upon its completion we attacked the blockaded ground.

Seeing the importance of developing new ground, I employed a diamond driller who did the exploration in the Le Roi mine.

As our return in the few months of milling has not been sufficient to pay off our indebtedness, the main shareholders placed the control of the stock at the bank as a pledge to secure the remaining assets of the company.

The fire wardens advised that the report be accepted and that steps be taken to apprehend the culprits who have been damaging the hydrants.

His Worship stated that while all would regret the loss of some of the best of the old hands in the department, he was in the service who were competent to fill the vacancies.

A report of the street committee was held over for a week, owing to the absence of some of its members.

Ald. Stewart moved and Ald. Hall seconded a resolution declaring that certain cabins and shacks in various parts of the city were a nuisance and should be pulled down.

Ald. Partridge moved in amendment, that in view of the fact that some of the buildings which had originally been condemned were not included in the present list, that all the buildings should be allowed to stand.

At this point some of the aldermen grabbed their hats and started for the door, stating that "they would play Ald. Partridge at his own game," which would have left the council without a quorum.

NORTHERN SALMON RUN

Small Packs Thus Far Put Up by Cannermen—The "Danube's" First Shipment.

The "Rosalie" Sold to the Old "Willapa" Combine—Will Run to Alaska.

Fourteen hundred and twenty cases of salmon, the first good-sized shipment from Northern canneries received so far this season, arrived on the steamer Danube yesterday morning.

By the steamer Tees, which arrived on Sunday, was received some highly satisfactory news from Alberni. On the Simpson ledge—which only a short time ago was found ripe on Skagitza, there, through the Chicago, and which was traced in open cuts for 800 feet—a tunnel has been run 12 feet at the spot where the level of stopping ground was on the Chicago. This tunnel has opened up a 20-inch pay streak which is freely spotted with gold, an average assay value giving \$664 in gold and 6.8 ounces silver.

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OVER THE WHI

"Gate of the Yukon" Now Open for Pack Trail

John H. Escolme's Return to Lake Tagish and Return to the Yukon

John H. Escolme, of the Company, returned from on Sunday by the steamer Topeka. He reports the open for traffic. On July the trip over the pass to T returned on the following of the pass to be not on practicable, but easy beyond any other.

Mr. Escolme says that engineers are on the ground for a railway, on which work next spring. It is possible that a steam rail will be made in one, but that of the Yukon is expected this will not be enough. It is quite possible that all the requirements of traffic can be met by an way. On the larger maps head waters will be found lakes extending from Lake near to the summit of the The British Yukon Co. plorers report that this lakes, but only a single line comes within a very short of the summit. There is on navigation, and if there that it can be blown away with the navigation it will be removed, a give continuous water tion from the White gold fields. There was only a land journey of from Skagway Bay to the and this could be easily electric road. If it is found the Hootalinqua the of the Lewis river, a tr readily be built from Tag connect with it.

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Advertisement for Windsor Sat, featuring a picture of a man and text: "Ask your grocer for Windsor Sat. For Table and Dairy, Purest and Best."

GORDON V. VICTORIA.

Chief Justice Davie Delivers Judgment on the Point Ellise Bridge Case.

He Decides in Favor of the City On the Issue of Responsibility.

A very important judgment was given by the Chief Justice yesterday in the case of Gordon v. the City of Victoria. The trial was held at Vancouver in May last and the jury brought in their findings on May 20, awarding \$10,000 damages in the event of judgment for the plaintiff.

The trial took place yesterday afternoon in the court of the Chief Justice. Mr. Charles Wilson, Q. C., and Mr. L. Crease appeared for plaintiff, and Messrs. Robert Cassidy and C. D. Mason for the city. The full text of the judgment follows:

As bearing upon this case the following summary of the law taken from the Law Times, May 22nd last, may be usefully quoted: "It was at one time generally considered that any person injured by the non-performance of a statutory duty was entitled to recover against the person on whom this duty devolved (cf. Couch vs. Steel, 3 E. & B. 402; Hartnell vs. Byde Commissioners, 3 L. Rep. 574; B. & C. 381). This proposition can no longer be accepted as correct, and an important distinction has now been established between misfeasance and non-feasance, i.e., the omission to perform some duty imposed by the statute, no action for damages will lie, except at the instance of a person who can show that the statute imposed on the defendants a duty towards himself which they negligently failed to perform."

In the year 1890, a company named "The National Electric Tramway & Lighting Company, Limited Liability," obtained a private act of the Legislature to construct, maintain, operate, and repair tramways over the bridges between Victoria and Esquimalt, including, of course, the bridge in question, and under authority of the company were operating cars at the time of the extension of the city limits. This operation was subject to the supervision of the chief commissioner of lands and works, and at the time of the extension of the limits the cars which were operated by the company were less than half the weight carrying capacity of the bridge as it was at the time of the accident.

On the other hand, it must be borne in mind, if the case of misfeasance, as opposed to mere non-feasance, can be established, if that which was done was itself a legal wrong apart from the violation of the statute, a person injured thereby has a good cause of action. Thus in cases where a local authority put a defective grating in a highway, and a person was injured by falling into it, the grating was held liable for misfeasance (White vs. Hindley Local Board, 32 L.T. Rep. 401; L.R. Q.B. 219; Borough of Bathurst vs. McPherson, 4 App. Cas. 266). So, too, a vestry was held liable, which had sunk a water meter in a street, and allowed the iron flap, which covered it, to become slippery and dangerous (Blackmore vs. The Vestry of Mile End Old Town, 40 L.T. Rep. 809; 9 Q.B. Div. 451). Again, if a local authority constructs sewerage works so defectively as to cause a nuisance, or if they drain their sewerage into the plaintiff's stream, they will be liable (Goldmid vs. Turnbridge Wells Commissioners, 13 L.T. Rep. 332; L.R. 1 Ch. 349).

emerged from the bridge on the Esquimalt end just as this car commenced to cross. It was a truss bridge, containing two spans, and upon the car reaching the first span the bridge collapsed, and the car plunged through into the water below, and fifty and more passengers, including Jesse B. Gordon, were drowned, or killed by the falling timbers. The bridge was not built by the municipal corporation, neither was it within the corporate limits at the time of its construction. It was built under contract for the provincial government in the year 1885, and was then outside the city limits. The limits were extended in the year 1890, the extension taking effect on January 8, 1891, so as to expressly include Point Ellise bridge. The contract price of the bridge was \$11,800, and it was constructed partly of wood and partly of iron. The spans were two of 120 feet and two of 150 feet long, supported by iron cylinder piers, of which there were four. The floor system of the bridge was connected with the trusses by means of iron hangers which were originally let into the wooden floor beams, through holes bored for the purpose, and fastened beneath by iron bolts, the ends of which were secured by posts and hip verticals, diagonals and counters, and also the sway rods being connected with the hanger by means of bolts, which in turn were secured to the bend or eye of the hanger, thus holding the top structure and flooring together.

The bridge was designed to bear 1,000 pounds per lineal foot, with a factor of safety for five, that is to say, that although the designed capacity of the bridge would be 2,000 pounds per lineal foot, yet its extreme limit of safety would be five times that load. The bridge, however, did not come up to its design, that is to say, its weight would be made or had without such inspection. The bridge was never constructed to carry cars at all, much less cars of the weight of the cars which were used. The ordinary carrying capacity of the bridge, as before stated, was 700 pounds to the lineal foot, or a total of about six and one half tons. The car itself was ten tons, and at the time of the accident, load and all, weighed twenty tons or more than twice the ordinary capacity of the bridge.

Immediately after the accident, the corporation caused the broken portions of the bridge to be removed, and one of the old hangers was found to be still attached to the beam. Mr. Bell, who examined the wreckage at the time, in conjunction with the city engineer, reported that the bridge was in a state of disrepair, and that the particular of whose report were not in evidence at the trial, when asked whether there were any other persons who were in view of the accident as that caused by the car passing over it, and they said: "We saw nothing, but we saw the hanger strengthened this conclusion." In reply to the question: "Was the corporation blameable for such a case? And how?" the witness replied: "I think the corporation was blameable for the bad condition of the bridge through the report of the engineer, and otherwise, they attempted repairs, but they were not sufficient to strengthen the structure. In our opinion it was their duty to first ascertain the carrying capacity of the bridge before allowing such a heavy car to pass over it. I think they were negligent, though they could readily have acquired that information the corporation at the time of the repairs in 1892 did not know the weight of the car, and the method of construction and the nature of the material employed, and the capacity of the bridge; and they also failed to register the traffic which was passing over it, and they also failed to increase traffic, and the use by the company of large cars, effected alterations in the bridge, but that such alterations were not done properly, and that the intended use of the bridge, and all that the jury have to say about the alterations effected by the tramcar company was that they might have been better, and they also say the company, with the consent of the corporation, used cars of a size and weight beyond the strength of the bridge to carry."

The cause of the accident, they find, was the breaking of a hanger; to find any other cause now would be inconsistent with their findings, and on motion for judgment an award by the findings. If they had found that the hanger was one of the corporation's struts, and that it broke because of the weld, or defective welding, that, probably, would have been a sufficient cause of misfeasance; but the jury are careful not to find this. On the contrary, their finding negatives the breaking of a hanger as the cause of the accident. They merely say that they think the missing hanger strengthens the conclusion that it was the breaking of a hanger which caused the accident, and when asked to express their belief whether any of the substituted struts put in by the corporation broke either at the time of the accident, and how, the jury reply: "There is no evidence to show, but in our opinion the missing struts hanger must have broken at the time of the accident, and have been found attached to the floor beams." All of which simply means that it was one of the original hangers which broke, and the accident, and that as a consequence, although there is no evidence to show, the missing struts hanger broke also at the time of the accident. The accident, therefore, not in any way connected with the substituted struts put in by the corporation. Then the findings of the jury are that the corporation's neglect to consult the plans and design of the bridge before making repairs, is a mere finding of non-feasance, and that the corporation is not liable for causing the accident.

It is nowhere found or suggested that the repairs caused the accident, or in any way weakened the bridge, although they might not have strengthened it. That the corporation permitted to run cars beyond the capacity of the bridge to carry, merely means that the corporation failed to exercise their powers (whether by-law or otherwise) of regulating traffic on the bridge. Non-feasance at most, just as the corporation had permitted too heavy wagons to pass over the bridge.

In Goddes vs. Ban Reservoir, 3 App. Cas. 450, Lord Blackburn says: "I take it that no action will lie for doing that which the legislature has authorized, if it be done without negligence, and in accordance with the intention of the legislature. It is within this rule, negligence, not to be held responsible on account of their powers." But this language must be read subject to the qualification that the exercise of the powers must be in a proper and active character, as pointed out in Thomson vs. Mayor of Brighton, 9 Rep. 118, where A. L. Smith, J.J., says: "I do not doubt this as a general proposition, but I must point out that Lord Blackburn was not dealing with the liability of surveyors of highways, which is in itself peculiar, (and municipal corporations here stand in a special position, and an interesting debate on Woman Suffrage. Arguing for this principle were Mr. A. H. Scoble, Rev. Mr. Swinerton and Mr. Hinkon Siddell, while Messrs. L. P. Duff, E. A. Lewis and George E. Powell attempted to find arguments to the contrary—unsuccessfully it seemed to the audience, who gave judgment of the franchise for women. The proceedings of the evening came to a close with a vote of thanks to Mayor Redfern."

hitherto extended the complete width of the bridge diagonally and without break, into sections, thus enabling them to lay their rails upon the stringers instead of upon the planking as heretofore. For this purpose many of the old hangers round the ends of the new beams, in the form of a stirrup. This required longer and differently shaped hangers. For this purpose many of the old hangers as had been used in the old beams were taken to a blacksmith's, and were each severed in two places, and pieces of fresh iron spliced or welded into them, so as to increase them to the required length, and in this shape were attached to the beams, and connected as the hangers were formerly. Iron welded in this way is of treacherous capacity. The rails for passage of the cars were laid on the side of the bridge, and the weight of the cars was to cast the weight on that side, and the cutting of the flooring into sections added somewhat to that weight, in that it was something of a positive, and to the same extent as when the flooring was intact. But the plaintiff's witness, Bell, attaches but trifling importance to the weight of the flooring, and as there is no finding regarding this matter by the jury, the accident cannot be attributed to this cause. The plans and specifications of the bridge were at all times open to inspection at the government offices, as well as the strain sheet, showing what the several hangers were intended to be. Yet the city officers never inspected them, and the evidence shows that no intelligent repairs or supervision of the bridge were made, or that any repairs were made or had without such inspection.

The bridge was never constructed to carry cars at all, much less cars of the weight of the cars which were used. The ordinary carrying capacity of the bridge, as before stated, was 700 pounds to the lineal foot, or a total of about six and one half tons. The car itself was ten tons, and at the time of the accident, load and all, weighed twenty tons or more than twice the ordinary capacity of the bridge.

Immediately after the accident, the corporation caused the broken portions of the bridge to be removed, and one of the old hangers was found to be still attached to the beam. Mr. Bell, who examined the wreckage at the time, in conjunction with the city engineer, reported that the bridge was in a state of disrepair, and that the particular of whose report were not in evidence at the trial, when asked whether there were any other persons who were in view of the accident as that caused by the car passing over it, and they said: "We saw nothing, but we saw the hanger strengthened this conclusion." In reply to the question: "Was the corporation blameable for such a case? And how?" the witness replied: "I think the corporation was blameable for the bad condition of the bridge through the report of the engineer, and otherwise, they attempted repairs, but they were not sufficient to strengthen the structure. In our opinion it was their duty to first ascertain the carrying capacity of the bridge before allowing such a heavy car to pass over it. I think they were negligent, though they could readily have acquired that information the corporation at the time of the repairs in 1892 did not know the weight of the car, and the method of construction and the nature of the material employed, and the capacity of the bridge; and they also failed to register the traffic which was passing over it, and they also failed to increase traffic, and the use by the company of large cars, effected alterations in the bridge, but that such alterations were not done properly, and that the intended use of the bridge, and all that the jury have to say about the alterations effected by the tramcar company was that they might have been better, and they also say the company, with the consent of the corporation, used cars of a size and weight beyond the strength of the bridge to carry."

The cause of the accident, they find, was the breaking of a hanger; to find any other cause now would be inconsistent with their findings, and on motion for judgment an award by the findings. If they had found that the hanger was one of the corporation's struts, and that it broke because of the weld, or defective welding, that, probably, would have been a sufficient cause of misfeasance; but the jury are careful not to find this. On the contrary, their finding negatives the breaking of a hanger as the cause of the accident. They merely say that they think the missing hanger strengthens the conclusion that it was the breaking of a hanger which caused the accident, and when asked to express their belief whether any of the substituted struts put in by the corporation broke either at the time of the accident, and how, the jury reply: "There is no evidence to show, but in our opinion the missing struts hanger must have broken at the time of the accident, and have been found attached to the floor beams." All of which simply means that it was one of the original hangers which broke, and the accident, and that as a consequence, although there is no evidence to show, the missing struts hanger broke also at the time of the accident. The accident, therefore, not in any way connected with the substituted struts put in by the corporation. Then the findings of the jury are that the corporation's neglect to consult the plans and design of the bridge before making repairs, is a mere finding of non-feasance, and that the corporation is not liable for causing the accident.

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for that. Judgment must therefore be entered for the defendants. I have already dealt with the question of costs up to and including first day of trial. Regarding the other costs the law will take its course.

METHODIST GARDEN PARTY. The Heywood grounds on Fort street proved an ideal spot for the large garden party given Tuesday evening under the management of the Ladies' Aid of the Metropolitan Methodist church and the patronage of the Mayor and Mrs. Redfern. The decorations spoke well for the artistic taste of Mrs. R. L. Drury and Miss Armon, and the committee of two who had been assigned this particular duty. Quaint little ice cream, candy and refreshment booths were placed here and there on the grounds. Over the ice cream booth, Mrs. Durham, Mrs. Goddard and Mrs. McMartin presided. Mrs. Siddell, Miss Ross and Miss Baird attended: the committee comprised the following: Mrs. Crimp, Mrs. Luney, Mrs. Orather, Mrs. M. Baker, Mrs. W. P. Baker, Mrs. Dowler, Mrs. Crawford, Mrs. McDonald, Mrs. Knot, Mrs. Casey, Mrs. Croft, Mrs. Sargison, and Mrs. Mute. Mrs. Pendray the president, and Mrs. Drury, the chairwoman, presided over the evening. It was a most enjoyable and successful affair in promoting the happiness of all who attended. Mrs. Pendray and Mrs. Jenkins had charge of the 5 o'clock tea in connection with the event, and can congratulate themselves on doing a good business.

Among the features of the evening was a concert by Fifth Regiment musicians, and an interesting debate on Woman Suffrage. Arguing for this principle were Mr. A. H. Scoble, Rev. Mr. Swinerton and Mr. Hinkon Siddell, while Messrs. L. P. Duff, E. A. Lewis and George E. Powell attempted to find arguments to the contrary—unsuccessfully it seemed to the audience, who gave judgment of the franchise for women. The proceedings of the evening came to a close with a vote of thanks to Mayor Redfern.

SPORTS AND PASTIMES. Yesterday afternoon was rather chill and windy for good tennis, yet the crowd of enthusiasts at the Belcher street courts witnessed some really good play in the handicaps, notably the match between J. F. Foulkes and C. Gamble which—as the score below will show—was one of the most closely contested of the day. Entries are coming in for the open tournament from all points on the Sound and in British Columbia, the entries list already indicating a larger field of competitors than any previous tournaments, has graced the scene. Below is the record of play yesterday: F. B. Pemberton, rec. 50, best W. J. R. Cowell, scratch, 6-0, 6-4. G. C. Johnston, rec. 2-6 of 15, beat H. Combe, oves 15, 6-3, 6-3. Miss Keefer and R. H. Pooley, rec. 15, beat Miss M. Goward and E. A. Jacob, scratch, 6-4, 6-4. Miss D. Green and F. T. Cornwall, rec. 15, beat Miss Aspland and W. J. R. Cowell, scratch, 6-0, 6-3. G. E. Powell, rec. 2-6 of 15, beat J. O'Reilly, rec. 15, 6-5, 6-3. F. Foulkes, oves 30-2, beat C. W. Gamble, rec. 15, 6-5, 6-4.

YACHTING. THE VOLAGE and Nancy of the Victoria Yacht Club, have just completed a cruise to Port Angeles. With ten members of the club aboard the boats left Victoria late in the afternoon and arrived at Angeles about dusk. A stay over till 7:45 o'clock on Sunday evening was made, when both yachts headed for home. Favorable weather prevailed and very fast runs were made, the Volage having covered the distance in 2 hours 45 minutes to the Nancy's 3 hours and 15 minutes. The yachtmen contemplated another trip to Port Angeles next Saturday, when they will be entertained at a smoking concert to be given by the Elks.

REGARDING THE GROSS. It is not to be expected that a same law will satisfy every one, and yet the gross of the province, which is just now receiving many signatures about town seem to have a very legitimate complaint. They are asking the Lieutenant-Governor in Council to declare inoperative the sections of the game law protecting grouse until mid-October, and to declare an absolute immunity for the pheasants and quails to the horned grouse, which are now very scarce. Whether the government possesses power to grant the petition—even should it be approved—is a matter of considerable doubt. Lovers of the gun appear to be agreed, however, to the wisdom of the change proposed, in this locality at all events, for the pheasants are widely scarce, and the grouse plentiful. By mid-October they will be off to the mountains, however, and the hunters will have small chance of sport this year. Just now the rifle and the shot-gun is receiving attention, for deer shooting opens on Sunday.

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BRISTOL CHARTERED

The Big Ocean Carrier Now in Esquimalt Engaged for a Trip North.

Will Carry One Thousand People and Any Number of Horses and Cattle.

The rush to Klondyke has only commenced and like a mighty stream seems to gather strength as it rolls along. There is no thirst like the thirst for gold, and although the Coast has so far furnished the passengers for the North, the fame of the wonderful finds has caused intense excitement all over the continent, and from all quarters an army of eager gold hunters have started for the Coast to embark for the Yukon. The crowded condition of each steamer that leaves shows the difficulty of accommodating all who wish to take passage. There is a regular fleet of steamers kept busy on the route North and what the cry is for more.

Yesterday morning an agency was opened at Seattle for the Rosalie, which changed hands last day, and is now on the northern route. By noon there were 300 tickets sold, 50 more than the regular accommodation of the steamer. This shows how keenly the people are flocking to the gold fields, and in view of the statement that finds even richer than the Klondyke have been made further east, the excitement bids fair to grow greater than at present.

THE YELLOW FEVER. J. L. Forrester, for some time manager of the Canada Paint Works in this city, returned from an extended visit to the Old Country yesterday. Mr. Forrester visited London and Glasgow in the interests of some mining properties in this province, and on the way has been fairly successful. Speaking of mines and mining yesterday, he stated that the great thread firms of J. & F. Coates and Clarke & Co. are always largely interested in syndicates which have sent out experts to this province to report on certain properties both in the Kootenay and other mountain centres. But capitalists in the Old Country show a decided preference for gold quartz propositions.

British Columbia miners are very keen in favor and good gold prospects are eagerly sought after, but investors look for something more than mere prospect. Full value can always be obtained for a mine that has been developed sufficiently to show that it is a mine. In Montreal, Klondyke is the all-absorbing topic of conversation," remarked Mr. Forrester, "and although with the knowledge that the great finds have all taken place in Canada, yet in this city for years there is a pretty general idea that Juneau is the place to outfit at, and Seattle the first port of embarkation for the gold fields."

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One Steamer Not Enough "Teas" Sails Overflow

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The Colonist.

THURSDAY, JULY 2, 1897.

VICTORIA AND THE YUKON TRADE.

The business men of Victoria are fully alive to their opportunity in the Yukon and seem likely to reap a very rich reward. What is most needed now is the wide distribution of information in regard to Victoria as a place to outfit.

It is a matter of business with them. They do not care where they buy goods so long as they can get what they need at a reasonable price, and they can buy them at as reasonable a price here in Victoria as anywhere.

A report is in circulation that some of the Seattle people think they will be able to evade the collection of the Canadian customs. We do not suppose that any reasonable people hope to do anything of the kind; but so much nonsense has recently been printed about the disputed boundary that an impression may have got abroad to the effect that there is some doubt about the right of the Canadian government to collect its duties at the summit of the passes.

It may also be worth mentioning that there is no bluff about the intention of the government to collect duties. The law will be enforced just as strictly in the passes as anywhere else in Canadian territory.

ON TO KHARTOUM.

Some months ago after discussing the situation on the Nile, we suggested that the next movement would have Khartoum, or, more strictly speaking, Omdurman on the opposite bank of the river, as its objective point.

We believe there is no historic record of the permanent conquest of the Sudan by any army from without. All the great conquerors of antiquity found its sands an impassable barrier.

If the map of Africa be examined, it will be seen that Abyssinia fronts on the Red Sea and the Gulf of Aden. Immediately east of the Abyssinian frontier, and extending along the gulf nearly to Cape Guardafui, is British Somaliland.

by Kordofan, Darfur and the little known region in the very heart of the Dark Continent which the tribes of dwarfs inhabit. Darfur and Kordofan once acknowledged the sovereignty of Mehemet Ali. If they are again made tributary by reason of the Anglo-Egyptian expedition, as is not unlikely, it will probably not be to Egypt, but to Great Britain that they will acknowledge submission.

THE MINING OUTLOOK AND BUSINESS.

Yesterday, as a sort of pleasantry, the COLONIST, after speaking in an editorial paragraph of the fine showing made on Lorne creek, said that if any new strikes were reported the account would be found elsewhere in the paper.

The news from Lorne creek excited great interest, and very properly so, as it proves that the old river channels in that part of the province are likely to be very rich. Westward of Lorne creek, that is on the other side of the mountain range, in which the creek rises, good places have been found.

Nothing has been heard from Omineca very lately, but the last news was favorable. This district will certainly produce largely for the promise of the new placers was such that it would create great interest if it were not overshadowed by the news from Klondyke.

The news from Texas and Alberta is of excellent character. When we read stories of how people picked up fortunes in a day, it is not a matter of surprise that quartz yielding only \$100 to the ton fails to create more than a passing interest.

Such is a hasty, imperfect and superficial sketch of the mining situation today in the Pacific Slope of Canada. When we say that in the history of the world there is nothing to be compared to it, we state the sober language of facts.

Even the foregoing is a very simple affair when compared with some of the business operations which result in a merchant's getting paid for goods he sells abroad or pays for those he buys abroad.

the new El Dorado, from any point in North America; and less than two weeks will bring them here from Europe. Six days more will see them on the head waters of the Yukon. This fact will bring on the rush of gold seekers quickly.

THE "BALANCE OF TRADE."

A correspondent takes exception to the views expressed in the COLONIST as to the meaning of the returns of exports and imports, and asks for further information. We are not surprised, for it is only very recently that the fallacy of the old "balance of trade" theory has been generally recognized.

Suppose that a thousand miners outfit in the United States for the Yukon, taking with them \$1,000,000 worth of goods each, or \$1,000,000 in all. These goods being regularly entered at the Customs House would appear as "Imports, \$1,000,000."

OUR NEIGHBORS ARE ANXIOUS.

It is proverbial that drowning men catch at straws, and the Seattle people have shown this by the way they have drawn barrels of comfort out of some remarks wrongfully attributed to Mr. Foulkes.

The friends of the matter is that our Seattle friends are very considerably agitated at present, and with very good reason. They worked hard for the Yukon trade and got a good deal of it. They believed they had it corralled, but to their inexpressible disgust find that they have no greater hold on it than they can get by the closest possible figuring and the most skillful catering to the needs of consumers.

The Vancouver World does not think there is any hurry about the appointment of a cabinet minister from British Columbia. It is the world waiting until someone is made Governor and some one else is made Senator, before joining in the demand for this highly necessary step on the part of the Dominion government.

cannot be done by means of credits, then there must be remittances of bullion. Here is the explanation of the exports of gold which make so much discussion in the United States.

OUR FOREIGN TRADE.

The aggregate foreign trade of Canada for the year ending June 30, 1897, amounted to \$245,474,786. This is the banner year in Canadian history. We append a table showing the totals since 1890:

Table with 3 columns: Exports, Imports, Total. Rows for years 1890-1897.

The year 1892 was a very good one, being the only year between 1888 and 1892 when both the exports and imports for home consumption exceeded one hundred millions, the aggregate of foreign trade in that year having been \$214,786,130.

Advertisement for Joo Drops Castoria. Includes text: 'SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA' and a signature of Chas. H. Fletcher.

WHEN DOCTORS FAIL. TRY WHAT ALWAYS CURES.

Advertisement for Dr. Sanden's Electric Belt. Includes an illustration of the belt and text: 'It has stood upon its merits for years, and cures after the failure of drugs.'

It Cures All Diseases.

Disease yields to it naturally, because it supplies the power to work the human machinery. All disease is the result of weakness of the vital organs, hence this wonderful invigorant, which retires the wasted strength, will always cure.

Do You Suffer

From Rheumatism, Lame Back, Weak Kidneys, Indigestion, Nervous Debility, Varicocele, Sciatica, Loss of Memory, Confusion of Ideas, Sleeplessness, Nightmare, or any of the distressing effects of the loss of nerve and vital strength, Dyspepsia, Constipation etc.?

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With bearing-down pains, nervous exhaustion, pale flabby complexion, weak stomach, nervous trembling, or any other of the many forms of female weakness? If so, apply to Dr. Sanden. Tell him of your trouble, and he will give you the names of other women who once suffered as you do and

Who Have Been Cured.

Do not suffer for this Belt will cure you. Send for the book about it, free. It has hundreds of testimonials, describes your ailment and tells you how to cure it. Address DR. A. T. SANDEN, 255 Washington Street, PORTLAND Oregon.

Dr. Sanden pays the duty on all goods shipped to this Province.

Advertisement for B. Williams & Co. Extra Heavy Blankets, Mackinaw Jackets and Pants, Arctic Sox, Leather Jackets, Overalls, Top Shirts, Heavy Underwear, Etc.

SUBSCRIBE FOR THE SEMI-WEEKLY COLONIST.

THE QUEEN'S

Special Acknowledgment of Toronto Con Premier La

The Golden West Railway Business-Duluth Pr

Toronto, July 26.—T received a letter from S rior conveying the Qu Toronto for the Jubilee casket. The Queen's Laurier: "I request you the Municipality of Tor thanks for their loyal dress, which I accept with and gratification. I received the casket, which varied and valuable Dominion of Canada."

The Westward MONTREAL, July 25.— Pacific never had such a ward travel as now, and Manager McNeill says all month. The commo struction of the Crow's large acreage of land u of land in Manitoba excitement over the discoveries all contr the traffic. Mr. McNeill era of prosperity in the out parallel. The C.P. traffic receipts for the w 21 were \$489,000; for the year they were \$417,000, age is 6,547.

Toronto Expe Toronto, July 24.—A celebrities are expect ing the fair, including Queen of Sam, Dr. Nan potki, Lord Lister, the Royal Society, Lord Speaker Courtney of the mont, and a score more inent.

MANITOBA AND NO

WINNIPEG, July 24.—N and people attended the bition to-day. The fair Monday. Despite the weather during the ear week, the show has been cess.

W. S. Hall, of Headin badly yesterday by a yo Only Canadians have tracts for the constructio West Pass railway for the from MacLeod to Crow's names being as follo Strevell, Neil Keith, J. Ormond and J. H. Mc Gillivray, Ed. Egan a The wealthy and enter man Cheong Hoy, know colony of Hongkong, and who passed through ten days ago, en route yesterday afternoon. He bered that the disting was ill when last in the victim of rheumatism, an still troubles him, he has Seattle's only railway ag and a season of treatment Springs. After leaving Hoy will visit Portland, points on Puget Sound, being on his return voyage cific. During his sojourn the visitor arranged with the Woods Milling Comg their flour in China and that large quantities will Robert Jack and Compa this summer.

A youth named Ricard drowned yesterday wh Assiniboia river at St. Ch A man named Olsen fe tank at Garon station of broke his neck. Premier Greenway left City. He expects to contract for the constructi nipeg-Duluth air line be August.

WINNIPEG, July 26.— shot in the abdomen on Saturday, died to injuries.

The families of Dr. G Hawkes, editor of the ald, have been carrying week at Boundary Creek some fifteen miles west. Yesterday morng the elder of the two, Claudon Hawkes, sons of went out boating on the not since been seen. He been found turned over, hate drifting in the wate

A FREIGHT BL

PORT TOWNSEND, July er City of Topeka arriv to-day. She brings new dyke fever is on the inc nearly every able-bodied either having gone or the rich gold fields.

Authentic reports d are that there is now a plied up at the head of Indians can pack over next eighteen months. Freight will be more the the steamers Queen and route, arrive. This con practically precludes th hundreds of gold seek mining regions this year John C. Brann has an office and is now Alaska

P. E. ISLAND ED

CHARLOTTETOWN, July vncial elections were and some of the major that it will not be certai declaration day which e turned. This uncertain the system of special v owned by absentees in being polled in other their reside. But it app the Peters government is

The Colonist.

THURSDAY, JULY 29, 1897.

Published Every Monday and Thursday

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W. H. ELLIS, Manager. A. G. SARGENT, Secretary.

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Per month, if delivered. Subscriptions in all cases are payable strictly in advance.

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No advertisement inserted for less than \$1.00. Births, Marriages and Deaths, \$1.00; funeral notices, 50 cents extra.

Where cuts are inserted they must be well mounted on wood.

THE PROPOSED REGULATIONS.

Referring briefly to the reported intention of the Dominion government to hold alternate claims on the Yukon as a reserve, we said yesterday that it had some good features. After considering it more fully, we must say that the proposal seems an impossible one. It is very desirable that the country should get as much out of the gold mines as can be reasonably obtained; but we are at a loss to see how alternate claims can be retained by the government. Suppose two men go into a district and stake out adjoining claims, must one of them give his claim up to the government? And if so, which one? We can understand how if the government should prospect the whole country and stake out claims, it might sell every alternate one, but it passes our comprehension how they can talk about every alternate claim now. Suppose a man finds a claim at the mouth of a stream and there is not an other claim within five miles of it, will the next claim be retained by the government? The proposition seems an examination to be such an impossible one that we can hardly think any attempt will be made to carry it out.

As to the proposed royalty, it is so enormous that it can never be collected. Gold is easily smuggled out of a country and if a large royalty is exacted, it will not be paid. If the royalty were a reasonable figure, say 5 per cent, there would be no disposition on the part of some miners to shirk it, but we fear the majority would, as was the case when Sir James Douglas attempted to collect a royalty on Cariboo gold. If twenty or twenty-five per cent is exacted, a premium will be placed on smuggling outwards, and unless the government is prepared to station an officer on every claim, it would be impossible to collect the amount. If the report from Ottawa is correct, one is almost justified in considering that the government has lost its head over the gold craze. We tell them very frankly that if they attempt to enforce regulations for the reservation of alternate claims and the collection of excessive royalty, they will bring about a state of anarchy on the Yukon. The government should also be very careful lest in seeking to get a revenue out of the mines, it forces the miners to do their purchasing of supplies out of Canada, as they will do if they smuggle out their gold.

OUR UNREASONABLE NEIGHBORS.

The Oregonian is misinformed. It says there is no way to get into the Yukon without crossing United States territory. Our contemporary ought to read up before it undertakes to speak ex cathedra on this subject. In the first place British subjects have just as much right to navigate the Yukon as American citizens have. By the treaty made between Great Britain and Russia in 1825, whereby the rights of the two countries in that part of the Continent were defined, it is expressly stipulated that British subjects shall forever possess the right of free navigation of the rivers flowing across the Russian territory as fully as the same is enjoyed by subjects of the Czar. The United States bought Alaska from Russia and only got what Russia could sell, and this right of free navigation was not and could not be taken away by reason of any treaty between those two powers. But, to remove all doubts, the treaty of Washington between Great Britain and the United States expressly stipulates that the navigation of the Yukon and the Stickeen is free to British subjects. It is not at all likely that the United States government will attempt to inter-

ferre with these treaties, and thereby sacrifice the right to the navigation of the St. Lawrence and the St. John. A few merchants in the Pacific Coast cities of the United States need not flatter themselves with the idea that they can make their government play the part of a repudiator and a pirate among the nations merely to compel a few miners to outfit with them.

There is one point that we would like the Oregonian and every one else to get well into their minds, namely, that there is a perfectly good all-Canadian route to the Yukon, which does not go anywhere near United States territory, even where made as to the claim that has ever been made as to the Alaskan boundary. The Oregonian says it is hardly likely that a railway will ever be built from the Cariboo Pacific to the Yukon, which it says would be "a stupendous work." It would not be very stupendous at all, for after the first hundred miles or so it would be through easy country, and one that would develop a large business. But it is not necessary to start from the Canadian Pacific. Wide valleys extend from the ialets of North Western British Columbia all the way to the Yukon waters, and if it is necessary a railway could be put through at no very great cost. Moreover, the railway would run for every mile through a highly mineralized country.

The Oregonian revives the question of the Alaskan boundary, which it thinks will become acute, not because of the ownership of the gold fields, but because the terminal points of some of the routes to the interior are involved. There is only one point so involved, namely, that at the head of Lynn canal, and if that were given without question to the United States, it would make no very great difference, for the reasons we have stated, but the United States is a civilized country, and is not likely to make its reputation sink in the nostrils of foreign governments by refusing to allow goods in transit to cross a narrow strip of land that nobody will ever inhabit, and where it would be utterly impossible to find anyone to buy them. The Oregonian is making an absurd exhibition of itself over this matter. It grieves it and some of its contemporaries very much to know that Canada will not permit United States cities to capture the trade of a portion of Canada.

THE HARDSHIPS OF THE YUKON.

We do not wish to say anything that will encourage any one to go into the Yukon. It would be well nigh impossible anyway. On the contrary, we wish to emphasize to every one who contemplates going the importance of counting well the cost. The expense of outfitting is the least consideration. The journey into the interior is not a very serious matter to healthy men. But the privations, the hardships, the disappointments that will have to be confronted, cannot very well be estimated in advance. We hear of men giving up good situations to embark on a Yukon venture. This, except in the case of a robust young man, with no one dependent upon him, would be a very grievous error, although it is always possible that such a person may make a strike so rich as to make him fully see like wisdom.

What we have to say just now is more for those who stay at home than for those who go. All of those who go into the Yukon will leave friends behind them, who will be anxious as to their welfare. To these we wish to say that there is no danger about crossing the passes. At least there is none on the White pass any more than on many country roads. There is always a risk when people are careless, but with ordinary prudence no one need be at all inconvenienced or endangered on this part of the journey. The trip down the river is long, but not perilous to those who understand such navigation. There are only a few places where there is difficult water, and if the travelers take ordinary precautions they can go through them safely enough. The winter will be long and hard; but we do not know that anyone has yet perished in the Yukon because of the severity of the winter. The chief question to be considered is that of food, although a secondary and very important consideration is that of fuel, and there may be a shortage of dry wood this winter, although it is said there is plenty on the Klondyke. Captain Conside reported in the spring that the stock was getting scarce in some places, and it will doubtless be necessary to carry much of this winter's supply for a considerable distance, that is the supply for districts that have been operated for a year or two. There is coal in the river valley, but just how available it is for use, we do not know. There will be plenty of food this winter, for every one is taking in sufficient for himself, and the river steamers have carried up a good quantity. The fuel question will doubtless be satisfactorily solved. We therefore see no reason why there should be much distress among the miners this winter, unless there is a block on the passes. Next summer, when the prospectors begin to move out into the new districts, the greatest risks will be incurred. We do not wish to convey the impression that a winter on the Yukon bears any resemblance to a picnic. It will be a hard season for novices to put through, and hundreds of them will wish themselves back home again before spring opens. Nevertheless we think there is a dispo-

sition very greatly to exaggerate the danger of the venture, and that the friends of those who go need not be over-anxious for their welfare.

That special party from Chicago that is going to the Klondyke by way of San Francisco and St. Michaels may get there this year; but the chances are against them. They hope to go from San Francisco to St. Michaels in fourteen days longer. Allowing them two days to transfer to steam launches and to get into the Yukon, it is safe to say that, starting as they propose on Saturday next, they will not be able to begin the ascent of the Yukon until after August 26, and they will make pretty good time to do that. They will then have 1,725 miles of steaming up the Yukon to do. At ten miles an hour continuous sailing day and night this will take them into the first week in September. If they have no exceptional delays, they may do it; but they stand a first-class chance of being caught in the ice in the river.

Secretary Sherman, of President McKinley's cabinet, says no discrimination is made in the United States against British subjects in regard to mining or land tenure. Secretary Sherman simply does not know what he is talking about. Of course British subjects are not treated differently in the United States from other foreigners, but they cannot acquire mining rights. When the gold excitement was on in Alaska many Canadians went up there to take up claims, but were denied the privilege because they were not citizens of the United States. Persons not citizens of the United States find themselves blockaded by the laws in most of the Western States if they attempt to acquire realty of any kind.

Some very foolish people who came over from Seattle to go North on the Islander allowed themselves to be misled by the representations of the Seattle papers about the proposed collection of duties on the head waters of the Yukon being "only a bluff," and found themselves likely to be in rather straightened circumstances when the duties are paid. The Colonist was told of quite a number of people who would be without money altogether after paying the duties. One or two of them talked rather recklessly about forcing their way past the officers. They will probably change their mind on this point before they get to Lake Tagish. It was a wicked thing to deceive these people into believing that duties would not be exacted.

There is a little point about winter mining in Alaska that has not been mentioned. Owing to the fact that the smaller streams freeze up solidly, it is impossible to mine in the bed of the stream simply by lifting out the frozen stream and piling it up on the bank. When spring comes the stream that came down in the previous fall thaws out and can be used for sluicing. It is proverbial that a mill cannot grind with water that has passed, but when it comes to lifting up a river and putting it on the bank so as to have it handy to use in the following spring, you have pretty nearly knocked the old proverb out.

The Nelson Tribune speaks about the Colonist and Mr. Heinze's railway schemes. Will the Tribune oblige us by citing a line from the Colonist which will justify its oft-repeated assertion that the Colonist is aiding Mr. Heinze in his railway schemes? Until the Tribune does this, it will pardon us if we regard it as a malicious falsifier, telling what it knows is not true, simply because it has not wit enough to discuss things that are true and at the same time worth saying.

It was the Colonist that started the opposition last winter to the proposed lease of Stewart river. Late reports show how right we were. The Stewart is a great river. It may be as rich as any stream ever discovered. Reports say that it is richer than the Klondyke. What a snafu it would have been if the little plan to lease it had not miscarried. What was in that little deal anyhow?

Those Seattle men who had to sell their outfits in Victoria because they had not enough money to pay the duties on them, will have not many compliments for the people who deceived them about the alleged "bluff." They have the additional comfort of knowing that they could have bought their goods here just as cheaply and saved the duties.

LORNE CREEK forces itself to the front with as good looking gold as any one wants to look at. We believe this is the latest strike reported; but if any other is heard from before this edition of the Colonist goes to press, the story will be found elsewhere in our columns.

IS THERE much gold in Alaska? We incline to the opinion that great finds will be made there. A vast region at the head of the Copper River, the Tawana and the Kusko-Kwim remains to be prospected. We do not know why the auriferous belt should stop at the 141st meridian.

The avowed policy of the Dominion government to hold every alternate claim in the Yukon for public purposes, has made necessary for its manufacture, so that the people of Canada as a whole shall benefit by the great discoveries, many things to recommend it.

KOOTENAY MINES.

The Upper Arrow Lake Country Comes to the Front With Good Ore.

Prospecting Duncan River—A Strike on Toad Mountain—The Monarch Bond Taken Up.

One of the biggest discoveries yet made in the Interior is just reported from the Upper Arrow Lake country by Alexander McMaster, who returned last week from Lexington creek, a small stream running into Fish creek, which flows into the northeast arm of the Upper Arrow lake, not far from Arrowhead. He has brought with him several large samples of ore from the Katsup, a claim bonded a year ago by Mr. McMaster, C. A. Baldwin, W. R. Myers and S. C. Chisholm, all of Rossland. Mr. McMaster says a solid body of galena and iron pyrites has been opened and that the hanging wall had not been reached when he came away. The foot wall is slate and it is porphyry on the hanging side. The ledge appears to be fifteen feet wide—that is, it is fifteen feet between the slate and the porphyry. It remains to be determined whether the solid ore extends from wall to wall. The owners of the property were greatly elated when Mr. McMaster returned. All will leave for the mine at once and arrange for the taking out of ore in large quantities. It is ten miles from the lake to the mine and there is a good wagon road all the way except the last three miles. The ore will be packed on horses on the wagon road. Assays show the ore to run 42 ounces in silver and 68 per cent in lead.

PROSPECTING DUNCAN RIVER.

J. M. Anderson, manager of the Gold Hills Exploration Company, is down from the Duncan river country, where he is conducting several prospecting parties in systematic work. He reports satisfactory work by his parties on several tributaries of the Duncan, principally upon Bear, Boulder and East creeks. The locations upon the last named are principally of gold bearing quartz. He also reports a large number of claims in the district and more constantly going in, many coming over from Fort Steele. He brought down a number of fine samples of rich ore, but has had no opportunity to develop the claims. The little steamer Idaho, which runs up the Duncan, almost to Bear creek, has been of immense service to prospectors, who rarely take their own boats. Mr. Anderson has now an assayer at his headquarters camp in the person of J. K. Edgar, a son of Speaker Edgar of the House of Commons. Much difficulty is experienced because of the arrangement of the mining divisions, and Mr. Anderson is of opinion that all the territory on the Duncan river side of the divide should be in the Ainsworth mining division, as it is much easier to come to Grand Forks than to go to Trout Lake City to record locations.

THE NEWS SHOWS WELL.

A gold strike of great importance has been made on the Irene on Toad mountain. It is three and a half miles from Nelson, one mile from the Silver King, and is owned by Messrs. Kelly and Driscoll. The claim has a four-foot vein of oxide quartz, carrying free gold, that was discovered during the progress of assessment work. Nearly two years ago Mr. Kelly bought a half interest in the claim for a mere trifle because it overlapped an adjoining one owned by him. He never thought much of it, and neither he nor the former owners made a close inspection of it. Last week he was idly kicking at the dump pile when his eye was arrested by a glint that sent a delicious thrill through him. A closer inspection showed it to be free gold, and specimens taken from it would assay up into the thousands. Mr. Kelly almost started on himself in his eagerness to get down the shaft, which was ten feet deep. He found considerable free gold. He at once put a force of men to work sacking the ore on the dump, and will immediately ship it to the smelter. If the returns meet with his expectations, a large force of men will be put to work. The ledge lies in the same belt as the one at Exchequer and Athabasca. The dip is only about 10 degrees to the south, and Mr. Kelly thinks he has a true fissure vein.

THE BOND LIFTED.

On the 21st inst. the bond on the Monarch claim, in Greenwood camp, was taken up. This claim was bonded last January to W. H. Young, formerly of Spokane, but now of Victoria, for \$12,500. The owners were Thos. Humphrey, E. Keighly and J. W. Lind, of Anacoda, who received a cash payment of 10 per cent at the time the bond was given. Now they have received the balance of the purchase money agreed upon.

Cures Talk

"Cures talk" in favor of Hood's Sarsaparilla, as for no other medicine. Its great cures recorded in truthful, convincing language of grateful men and women, constitute its most effective advertising. Many of these cures are marvelous. They have won the confidence of the people; have given Hood's Sarsaparilla the largest sales in the world, and have made necessary for its manufacture, the greatest laboratory on earth. Hood's Sarsaparilla is known by the cures it has made—cures of scrofula, salt rheum and eczema, cures of rheumatism, neuralgia and weak nerves, cures of dyspepsia, liver troubles, catarrh—cures which prove

Hood's Sarsaparilla

is the best—In fact the One True Blood Purifier. Hood's Pills take, easy to operate, 25c.

All Good Cooks Use PURE GOLD Flavoring Extracts.

E. G. PRIOR & CO., Ld. Ly. Have the following up to date Haying Machines just arrived: Toronto and Brantford Mowers.

upon under the bond, so the ownership of the claim has passed to Mr. Young and those associated with him in the deal, which was arranged by Jack Lacey, formerly of the Com d'Alene country, but now of Anaconda. Sufficient work has been done on the Monarch to entitle the owners to a crown grant, which has been applied for, the usual certificate of improvements having already been issued. The claim is one of three known earlier as the Snowshoe group, which consisted of the Snowshoe, Gold Drop and Monarch.

An option for forty days has been taken by Mr. Wise, of Rossland, on the Copper mountain properties near the Similkameen river. Copper mountain was named by R. A. Brown, of the Volcanic claim, who located the Sunset claim on it in 1895. In 1895 nine other claims were located, and it is for the group of ten that the option for \$150,000 has been taken. Besides Mr. Brown, Jessie Miller, George Wolf and Charles Saunders of this city, are interested in the claims. The option will expire August 24, and Mr. Brown states that the purchase will undoubtedly be made, as Mr. Wise's expert has reported most favorably upon the properties.

One of the most important deals that has taken place in this country for some time was the sale of the Pilot Bay smelter to the Omaha-Grant Smelting Company this week. The company is now in full possession of the property, and will proceed at once to get things in shape for resuming operations on a large scale. Just how soon the company will be ready to receive ore is not yet known, but it will certainly be some time yet.

A deal has been completed by Mr. F. H. Silverwood, of Spokane, for the purchase of the Blinmark group, on the South Fork of Kaloa creek, for \$35,000. The Pilot Bay smelter has been purchased by the Omaha and Grant Smelting Company of Denver, Colorado, and Omaha, Nebraska. It is expected that they will at once get things in shape to commence operations on a large scale. The ore shipments through Kaloa for last week were 811 tons.

THE CANADIAN PRESS.

WHO ANNOUNCED IT? It is announced that Hon. D. W. Higgins has made up his mind to resign the speakership when the legislature meets again.—Nelson Tribune.

AS TO JUDICIAL APPOINTMENTS.

It is, of course, desirable that a member of the Provincial Bar should be chosen for the position, rather than that a judge should be sent out to this Province from the East, and we are convinced that the Provincial Bar will be found to contain material thoroughly fitted for the appointment.—Columbian.

LE ROI SMELTER AT NORTHPORT.

We have contended that it is a national question, and one in which the Canadian government is too vitally concerned to be ignored, and it will not be ignored. It is as sure to take action as the sun shines. The president set by the Le Roi company will never be permitted to stand.—Rossland Miner.

THEY FEEL LONESOME IN ROSSLAND.

It will be a long cold night for those who go to the Klondyke this season. Men without money and the power of great endurance should stay away from that country; but the thirst for gold will no doubt override every obstacle, and that section will be found as full of starvation and destitution as India in consequence.—Rossland Record.

THE PILOT BAY SMELTER.

Probably no camp in Kootenay will derive such an impetus from the removal of smelting at Pilot Bay as will Ainsworth. This camp is capable of producing large quantities of both dry and wet ore and the low freight and treatment rates which it will now obtain from the Omaha & Grant people should inaugurate a new and permanent era of prosperity for its mine owners.—Rossland Miner.

"Have tried others, but like Ayer's best" is the statement made over and over again by those who testify to the benefit derived from the use of Ayer's Sarsaparilla. Disease never had a greater enemy than this powerful blood-purifier. It makes the weak strong.

RINGING RINGING RINGING the remedy treatment. This remedy treatment is for young and middle-aged men, and is reliable.

PREMATURE WEAKNESS, spermatorrhoea and diseases of men are curable, and the certain cure is H U D Y A N. HUDYAN has been tried by 10,000 men living on the Pacific Coast, and it is highly indorsed by these people. Ten thousand living witnesses is better than the greatest fortune a man can save. Ten thousand people say HUDYAN is good; ten thousand people know HUDYAN is good; ten thousand people recommend HUDYAN. If you need a remedy treatment for failing manhood you should get the HUDYAN remedy treatment.

HUDYAN HUDYAN HUDYAN. The cures effected have been lasting ones. You can write yourself to these men whom we have cured. SEND FOR CIRCULARS AND TESTIMONIALS. HUDSON MEDICAL INSTITUTE, Stockton, Market and Ellis Sts., San Francisco, Cal.

An Advertisement

This is an advertisement which tells the truth about Milburn's Heart and Nerve Pills.

PEOPLE WHO SUFFER from sleeplessness, dizziness, shortness of breath, smothering feeling, palpitation of the heart, pain through the breast and heart, anxious, morbid condition of the mind, groundless fears of coming danger, anemia or impoverished blood, after effects of la grippe, general debility, etc., should

TRY THESE PILLS as they cure these complaints. Every box is guaranteed to give satisfaction or money refunded through the satisfaction of whom the pills were purchased, and we authorize them to do so on the strength of the above statement. This offer is limited to the first box used by any one person. T. MILBURN & CO., Toronto.

VICTORIA METALLURGICAL WORKS AND ASSAY OFFICE.

W. J. R. COWELL, B.A., F.G.S., M.E. SOLE PROPRIETOR AND MANAGER. Capacity of Stamp Mill 80 Tons per Day. MINING CLAIMS REPORTED ON. 43 FORT STREET, - VICTORIA, B.C.

B.C. STEAM DYE WORKS. 141 Yates Street, Victoria. Ladies and gent's garments and household furnishings cleaned, dyed or pressed equal to new. 61-17-18-19

BIRTH: SOMERVILLE—At Fairview, B. C., July 20th, to the wife of S. Somerville, of Vernon, B. C., a daughter.

DEED: LOMAS—At Quamichan Lake, on the 22nd inst., William Alexander Lomas, after a short illness, aged 27 years. BRIDGE—At North Salt Spring, B. C., of cancer on July 26th. Wm. Spence, a native of Stranraer, Orkney Islands, Scotland, aged 67 years.

FORIETTE COLONIAL

The Premier of New Montreal—Free England. Sir Edward Bradd Defence and the of the British

MONTREAL, July 30. here yesterday, Prem South Wales, said the ject has not advanced. views previously exp London in condemnation for preferential trade, great mistake, he thot to depart from free tra free trade would be Canada than his own the long reign of prote thised with Laurier sudden in changes, ciling tariff extend years might meet the mlers, he said, ent highest opinion of Sir both personally and as

A representative of has had an interview Braddon, prime minis Asked for his views imperial defence, Sir My opinion is very as it was at the time ference of premiers it was agreed that until federated it would be perfect a defence syst force effective it is esse be under the control of as commander-in-chief colony has its own a posed chiefly of volun own local commandant for many reasons, that present an effective scheme."

Dealing with local fed manant premier said: "At the recent con meets again at Sydney doubted progress was direction. Some of the ing the colonies were more population states what may be fairly lo smaller ones for the pre rights and interests, and to form a union of thal include at some time or very distant time—the our debts. The federated. But I feel that this is not a matter the 50 or 60 members of it is one to be determ of the person who is to Turning to the larger perial federation, Sir E to question, expressed th No doubt this que largely advanced, and favor of imperial federat by the splendid recep the colonial premiers. The interchange of vi ences with Mr. Cham help it forward to some colonies there are a nu against imperial feder many in favor of it. premiers are concerned proceeding in London that the number of thal bringing this scheme greatly increased. But tion must be a growth effected by a coup de different from local fed

EX SHIP BA. 60 bbls. Engl 65C. PEF IN 4-0 Elephant Whit \$5.50 Pure White L \$6.00 Pure Mixed \$1.50 Roof Paint \$1.00 5 Tons Barbe 4 Mellor's Misc REQUIRES N VARNISH Sashes and FF J. W. MELL 76-78 Fort Stre WALL PAPERS, GLASS