

Winner
Of Derby

Volodyovski Takes Much Covered Blue Ribbon in Record Time.

William Third Was So Close as to Make a Thrilling Finish.

Vast Throngs of People Attend Meeting As in Former Years.

London, June 5.—William C. Whitney's Volodyovski won the Derby today in the record time of 2 minutes and 40.4 seconds.

The widespread interest in this year's Derby, owing to the open character of the race, was testified to by the vast numbers which left London for Epsom throughout the morning.

The trains brought thousands of people from all directions and then came the coaches and carriages, dropping their occupants at the entrances of the grand stand and jockey club enclosure, until these were filled.

After a couple of minor events the race and the paddock was soon filled with gay groups scanning the respective favorites.

As the last race was about to start, the crowd was so dense that it was necessary to close the gates on the west side of the enclosure.

Ottawa's Growth

Domion Capital Shows Healthy Increase in the Last Ten Years.

Militia Department Confirms London Despatch Declining Offer of Cavalry.

Precautions to Prevent Introduction of More Small-pox From States.

From Our Own Correspondent.

Ottawa, June 5.—Ottawa's population, by the census, is slightly under 30,000, compared with 44,150 in 1891.

Six more master carpenters needed to the demands of the men today. All the plasterers went out this morning.

Prof. Haunal, a distinguished mineralogist, has been appointed by the Dominion an inspector of mines.

The militia department today confirmed the special cable from England that the Imperial government declined with thanks the offer of a further cavalry force to send five hundred men.

Prevalence of smallpox throughout Canada is likely to have a serious effect upon the attendance at the military camps of instruction.

The decrease in the number of men who will go into camp this year from this cause will be fully one-third.

Wherever in any locality known cases of disease prevail, the local corps will be detached, going to camp.

Dr. Montzambert, director general of public health, is assisting in the work of the epidemic. Fortunately the disease has prevailed in Canada to nothing like the extent that it has in the United States.

Over 25,000 cases were reported in the United States last year. Since the outbreak in Quebec there have been 225 cases in that province, while in Ontario, since May 13, 19 cases have been reported.

The present emergency, has had additional quarters which are appointed in different provinces, as follows: Nova Scotia, 12; Ontario, 12; Manitoba, 8; Quebec, 12; British Columbia, 10; Every train and steamer from the States is watched.

Killed an Actress

Jenous Lover Shoots Edna Stokes in Chicago Hotel.

Chicago, Ill., June 5.—Edward Forsay, of Kansas City, an actor and assistant manager of a theatrical company, tonight shot and killed Miss Edna Stokes, an actress, whose home is at Sedalia, Missouri, with whom he was deeply in love.

Forsay claims to have met her six years ago, when they were playing an engagement. The couple had engaged in a desperate quarrel two years ago, and Forsay is said to have beaten the actress badly, cutting her head in two places.

Stokes gave to the proprietor of the Vernon hotel, where she was stopping, the name Forsay should not be admitted.

However, he succeeded in arranging a meeting in the room of the actress, where he shot her in the chest.

He was captured after a fierce struggle.

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Toronto Tragedy

Sensational Murder in Streets That Reads Like Dime Novel.

Handcuffed Desperadoes in Hack Have Revolvers Thrown to Them.

They Kill an Officer and Try to Escape in Electric Car.

From Our Own Correspondent. Toronto, June 4.—(Special)—A thrilling character occurred in Toronto this evening. Three men, Rice, Rutledge and Jones, Chicago criminals, who have been undergoing trial at the sessions for robbing a bank at Toronto, were being driven in a hack to jail about 6 o'clock this evening. County Constable Boyd and one prisoner sat on one seat, and the other two prisoners sat opposite, and the two seated together were also handcuffed together. County Constable Stewart sat outside beside the hack driver.

As the hack passed the corner of St. James and Gerrard streets, a strange man appeared suddenly, and threw one after another, three revolvers into the hack window. The prisoners succeeded in picking them up and immediately began firing. Constable Boyd was almost instantly shot through the head. The hack was stopped, the prisoners jumped out and sprang on a passing street car, ordering the motorman to ahead. The car men, however, showed fight. The conductor, with great presence of mind, pulled the trolley pole off the wire and, while the trolley pole was down, the motorman struggled with the ruffians and the conductor came quickly to his assistance.

Meanwhile Constable Stewart and the hackman had also come quickly up and the whole three were captured. A neighboring grocery store had seen the man throw the revolvers into the hack, chased him for several blocks, but finally lost this unknown accomplice.

Constable Boyd, who had been left in the cab, was attended by citizens, who took him into the general hospital. The trial of the three men would probably have taken place tomorrow morning, and this was almost the last chance of escape they would have. They had evidently been carefully planned and had counted on over-awing the officials and rushing off in the car.

Jones, one of the desperadoes, was wounded in the arm and it will have to be amputated. It is uncertain who fired the fatal shot at Boyd, but all three now doubtless will have to stand trial for murder.

ALEXANDRA MINES TO OPEN

Orders Received to Resume Operations at Once—Men Are Pleased.

From Our Own Correspondent. Nanaimo, B. C., June 4.—The miners at Alexandra are jubilant over the news that Manager Alexander Faulds has received orders by telegram from Hon. James Dunsmuir this morning, directing him to re-open the Alexandra mines at once. The miners are getting their tools ready, and a mass meeting of the Alexandra miners union is called for 11 o'clock tomorrow forenoon. The shut-down has lasted since last December. H. M. S. Egerton passed down to Victoria this afternoon under sail before a spanking northerly breeze. A private letter to the Free Press says: "The representative of a Chicago syndicate is now on Thursday Island negotiating a preliminary arrangement for a company to work the coal field there. Some years ago an attempt was made, but abandoned. A number of borings have been put down and good prospects found. The island is halfway between Nanaimo and Victoria."

CHINESE INDEMNITY.

Washington Cabinet Engaged With More Negotiations on the Subject. Washington, D. C., June 4.—The plan of a modus vivendi on the subject of Chinese indemnity is receiving the consideration of those interested in the Chinese negotiations. The purpose being to prevent this indemnity from causing any interruption in the conduct of the powers, and at the same time to remove the indemnity issue itself so that progress can be made on the remaining subjects of negotiations, chief of which is the conclusion of permanent treaties between China and the several powers. The question over the indemnity arose during the president's visit to the coast, and the return of the president and Secretary Hay. It has been taken up anew and thoroughly gone over with the foreign representatives chiefly concerned, including the British, Russian and French ambassadors and the Japanese minister. It is because of the importance attached to these negotiations, that several of the ambassadors who had intended to leave for Europe have now deferred their departure for a month.

TRUNK BLEW UP.

Internal Machine Explodes in New Jersey City—One Man Injured. New York, June 4.—A trunk which was being transferred from a truck to a baggage car on the Central railway of New Jersey at Atlantic Highlands, N. J., today blew up with a terrible report. One man was badly burned and several hundred people were much frightened. The injured man is Andrew Keavey, baggage-master on the Central. He was burned almost from head to foot, and taken in a semi-conscious condition to the Long Branch hospital. From the few fragments of the trunk, it is believed an "infernal machine" was the cause of the explosion.

OUT OF SEASON.

New York, June 4.—The search for game birds in the storage lofts of the Arctic Freezing company has ended, and the warrent under which the search was made was returned today. It is reported that about 5,000 birds of season were secured.

Beckwith is almost immediately relieved by wearing one of Carrer's Smart Weave and being from pain. Price 75c.

PAN-AMERICAN SPORTS.

Intercollegiate Athletes Take Part in Field Events. Buffalo, June 4.—Clear skies, bright sunshine, tempered by cooling breezes, made an ideal day for the first athletic contests to be held in the stadium at the Pan-American Exposition grounds. Sixteen of the colleges and universities in the east and west sent their representatives to participate in today's intercollegiate track and field events, which marked the real opening of the stadium to sports. The quarter mile track and the 140-yard straight-away located inside the oval, were in fine condition. The athletes were enthusiastic in praise of the stadium.

Duffy of Georgetown, won the 100 yards dash in easy style, with Devers of Westminster second. The Maloney Brothers, of Chicago, were in fine form, and won all the events in which they participated, with the exception of the 880 yards run, which went to J. M. Perry of Princeton. The finish in the 440 yard race was one of the most exciting of the day, with Maloney defeating Holland of Georgetown by a magnificent outburst of speed at the tape. S. S. Jones of New York outclassed this field in the running high jump. The pole vault resulted in a tie, both Binsley of Purdue and Frederick of Cornell clearing 11 feet. They tried successfully for a higher mark, and finally agreed to toss the coin for first place. Binsley won the toss. The showing in the points made by the different colleges and universities are as follows: Cornell, 28; Chicago, 17; Georgetown, 16; Pennsylvania, 15; Westminster, 7; Beloit and Minnesota, 6 each; Yale, Princeton, Purdue and New York, 5 each; Amherst, 2.

Improvement By-Law Passed

Influential Petitions Presented Asking for a Bridge at Point Ellice.

B. C. Electric Co. Make an Offer to Light Municipal Buildings. (From Tuesday's Colonist.) The aldermen are, to their honor be it said, working overtime these days. Last week they held three meetings, and they have begun the present week with a regular meeting last night and a special tonight. The object of tonight's meeting is to consider plans, cost, etc., of the Point Ellice bridge, and it is felt that no time should be lost in taking definite action in this momentous matter. One of the most influential petitions ever presented to the city authorities was before the council last night, and it was 1000 by petition by-law to replace the present wooden structure with a permanent one. The council last night considered the by-law, and it was agreed that the petition asking for the extension of the water main on Lansdowne road, referred to water commissioner.

Big Review At Toronto

Ten Thousand Troops to Pass in Review Before Duke of Cornwall.

Government Organ Admits That the Census Has Been Badly Taken. From Our Own Correspondent. Ottawa, June 4.—The greatest gathering of Canadian troops since confederation is to take place in Toronto during the visit of the Duke of Cornwall and York. The government, instead of having a number of reviews in different places, will make the military feature of the trip an attraction at one point only, and Toronto is the chosen city. Not less than 10,000 men will be assembled in the Queen City. They will be brought from every part of the province, and include all arms of the service. Transportation, pay, and subsistence will be furnished by the Dominion government. The cost for the two or three days the men are away from their homes will be not less than \$40,000. There is practically no change in the strike situation in Ottawa. The greater majority of the men are still idle. Ten percent of the contractors have accepted the terms of the union, but the majority of bosses still hold back. Counsel for Mr. Birckett has entered an appeal to the Supreme Court against the recent decision of Chancellor Boyd on primary objections. The appeal will be argued on October 2.

HORIZON CLEARING.

Russia on More Friendly Terms With Other Nations Than Formerly. St. Petersburg, June 4.—Contrary to certain reports, Russia has never favored the notion of all the constitutional powers guaranteeing the Chinese loan. She replied in terms similar to those of the United States, that the executive could not guarantee without the consent of the legislative body. The Russian government has declared that the foreign office by the officials with whom the correspondent of the Associated Press had a long talk, to be more satisfactory than for a long time. It is also not true that Russian officials are harboring a grudge against Germany. The irritation which arose from German punitive expeditions, naturally ceased when those expeditions were stopped. Russo-German relations have resumed the normal cordiality which they should always be.

DUE TO "SOONERS."

Indians Alarmed at Whites Trying to Enter Their Reserves. Denver, Colo., June 4.—General Merriam, commander of the department of Colorado, today received the following telegram from Lieutenant-Colonel Lee, in command at Fort Washkie, Wyoming: "It is reported that an Arapahoe sheep herder was killed last Friday on the reservation thirty miles north of the agency, by a white sheep herder. This, if true, has caused much reported disturbance, though it might incense some of the Arapahoes. The agent of the reservation has heard nothing of the matter, and everything is apparently quiet."

CUBAN ELECTIONS.

Reports Vary as to the Success of the Parties. Santiago de Cuba, June 1.—The reports from outside municipalities show a general victory for the nationalists in the elections, but in the city both parties claim to have won. The returns showed unexpected strength though probably not enough to elect their candidates. The nationalists made charges of illegal voting. A large number of Spaniards voted by 9 o'clock. One-fourth of the vote has been counted, showing nearly an even number. Lots for the opposing candidates. Over 100 arrests were made during the day, but there was no serious disorder.

Up-to-Date Styles

WELER BROS. AT WELER BROS. VICTORIA B. C.

Latest Novelties From Paris, Berlin, London

Our first consignment of Fall Goods in the Upholstery, Drapery and Curtain line are now on sale, and we can only say that for original, artistic effect and value we have surpassed ourselves in these last purchases.

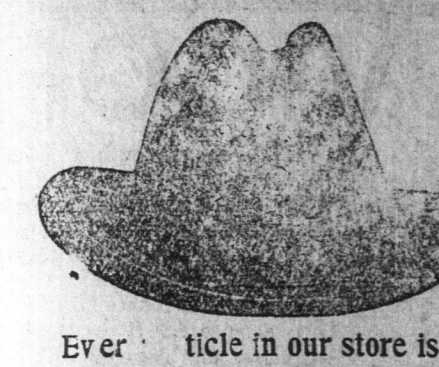
The work in the shaft on No. 2 parallel vein, some twenty-six feet distant is hereby, if anything, than the one now on exhibition here in Seattle. There can be little doubt but this is the richer lead of the two. If he doesn't, Mr. Marks will have to move it. It was in the old building that Sir William Van Horne, then called "Mac," stayed when he first came into Nelson on a placid mule which carried him from Robson and deposited his feet on the ground. Mr. Marks was on the mule that day and he was in the best of humor, so when the C. P. R. engineer appeared and the carefully prepared plan of the C. P. R.'s proposed line from Robson to Nelson, the railway president changed his mind, thinking by switching the line down to the water's edge, because it would be easier to build it there than any higher, where the plans called for. The weather and many thousands of dollars, for it has taken a fortune to straighten out the unsatisfactory line. "Our present plans contemplate the speedy erection of a stamp mill and exploitation of the wealth now locked in the mountains of the west. We are striking to one side of the two ledges so as to be in shape to take the ore out in large quantities when the mill shall have been completed." "Our foreman, a miner of long experience in the Cripple creek mines of Colorado, declares he never saw anything like the ore he has seen in the Texada property. He is the most enthusiastic man on the ground."

THE MINES OF TEXADA

Seattle Mining Men Tell of the Richness of the Gulf Island.

F. D. McNaughton has just returned to Seattle from a trip to Texada island, where he has been for some two weeks past investigating the merits of the recently reported big gold discovery. Most of his time was spent in the vicinity of Marble bay, near which are located the new discoveries, a number of rich producing copper mines and the Van Anda smelter. To a reporter for the Seattle Mining Record Mr. McNaughton said, in speaking of the result of his investigations: "I found things at the scene of the rich ore discovery. Usually in cases where such rich ore samples are brought out, as have been on exhibition in this city for the past three weeks, one finds, on better examination of the ore samples, a cent rich gold discovery really better than all there is of the reported strike, and that the ore is of the same grade as the ore which has been found in the Texada mine in Seattle were taken, the company has opened up two parallel ledges, by means of a good concrete tunnel, and about thirty feet apart. They have each been stripped and exposed for a distance of about seventy-five feet. At the end of the tunnel, cut or some eight feet in depth has been made. This vein will average about three and one-half feet in width, and the ore is of the same grade as the ore which has been found in the Texada mine in Seattle were taken, the company has opened up two parallel ledges, by means of a good concrete tunnel, and about thirty feet apart. 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Ever ticle in our store is
 REDUCED IN PRICE

**The Watchmen
 Of the World**

**His Majesty's Navy and the
 Manifold Duties It
 Undertakes.**

**A Tribute to Its Work as
 An Instrument of
 Civilization.**

There is surely high inspiration in the thought that of all the mighty civilizations that have merged in these latter days, there is none that dare claim the comprehensive title given to this paper without fear of contradiction, save the British. For the function of the watchman is to keep the peace, to restrict lawlessness, to bring err-doers to justice, and to hold himself unspotted from even the tiniest speck of injustice. At least these should be his functions, and if they seem to be councils of perfection, the aiming therewith with persistent courage is continually bringing them nearer a perfect realization. "And if this is so with individual watchmen, it is infinitely being carried out by the watchmen of the Empire of whom I would now speak, the splendid, ubiquitous and ever-ready British navy. "It would be an unpractical exercise for some of us, widening our outlook upon life, and enlightening us as to the majestic power our country has called upon to play at this wonderful period of the world's history, if we were to get a terrestrial globe, a paper map, a globe, a list for purposes of all our men-o-war. Then, by sticking in a flag for every ship wherever she was stationed on our passages at the time, we should have a bird's-eye view, as it were, of the "beats" which our Empire women patrol across the world.

ON THE GREAT MIDDLE SEA.

From end to end of the great Middle Sea wherein we hold but those dots upon the map, Gibraltar, Malta and Cyprus, whose chains are the trade routes, our steady squadrons parade, not on suzerainty but as a right, none daring to say them nay. Their business is peaceful—although they have enormous force ready to use if need be—the duty of dropping British flags and raising our own, of shuttling between the vast web of world-wide trade that we have built up with our ships, and of security, even though various nations gnash upon us with their teeth and endeavor by every species of chicanery to outbid us in the purchase of the fruits of centuries of industry. In Italy and Greece along the Mediterranean, all at classes are warmly welcome. Italy and Greece receive gratefully our constant friendship. In the East, the British navy is acquainted with the practical goodwill of Great Britain, and no man-o-war Jack is sure of a warm reception throughout that lovely country.

Not that the manner of his reception troubles the worthy tar at all. Oh, no! The keynote of the chorus of the British navy is "duty." The word is seldom mentioned, but better than that, it is never forgotten. It enables the British navy, murmuring long periods of absolute torture in the blazing furnace of the Africa, Cuba, or the East Indies, to burn, does not dry; when the soaking dew of the night lies thickly upon the decks throughout the scorching heat of the sun, it does not dry; when the molar air is overlaid with moisture, and life is lived in a vapor bath. Here you will find the young men, who have the honor to govern in our fighting ships, forgetting their own physical miseries in the brave desire to make the best of their lot, more to be made of than the crews they command. Oh, they dimmed eyes often in the steaming night, their throats parched to the core, their English country, side, where the old home lies, embowered amid the ancestral oaks. Why, very often, they would make the young officer's zeal any weaker, does not damp his ardor to sustain the great traditions of the British navy, the service to which it is his greatest delight to belong.

A VISIT TO H. M. S. LONDON.

On creep down the coast of East Africa, brooding, palpating under that fervent heat-glare, and see the St. George's Cross proudly waving over the sterns of the gunboats, sent to quell the bloodthirsty Arab's lust for enslavement. Here is manifested such devotion to duty, such a sense of duty, that it is not possible to formulate in so many words, as should stir the most prosaic, matter-of-factly minded among us. "Why, I visited H. M. S. London, some time ago, and I remember that I was very much impressed with the fact that with a high courtesy our men-o-war's were always accessible at reasonable times, and that they were then with his own eyes how his home is defended, and by whom. I was then mate of a trading ship that had brought supplies from home for the use of the East Indian fleet, and aboard the depot ship often.

First of all I was shown the hospital, a long airy apartment on the upper deck, kept as cool as science could devise in that burning climate, and fitted with all the alleviations for sickness that wise skill and forethought could compass. Here, they lay, the heroes of the long, long fight, the never-ending battle of freedom against slavery, the men who had left their homes for service under the flag of England, against a foreign foe, yet and far more than that. For we know they were to fight in the deadliest combat with lethal weapons are upheld and sent onward by the fierce joy of strife; so that death, when it comes, is no terror, and fear vanishes under the pressure of primitive instincts. But here there is no glitter, no glory, no pomp, no port of the world, unknown to the immense majority of our countrymen, these Britons suffer and die for the sake of their country, and they are not even known to the world.

There, in that miniature hospital on board H. M. S. London, I saw a row of pale, thin, emaciated faces drawn and parchment-like with fever, the deadly malaria of that poisonous coast, while among them passed silently doctors and orderly attendants, each doing his part in the universal warfare. Passing through to the main deck, I came across a bronzed, busy group, hoisting up a steam pinnace that had just returned from a cruise among the mainland and adjacent islands, and seeking for hunters of human flesh.

**To Secure
 Yukon Gold**

**Board of Trade Takes Steps to
 Turn Golden Tide to
 Victoria.**

**A Guarantee Fund to be Created—Vancouver Asked to
 Co-Operate.**

A good deal of talk has been indulged in lately over the alleged negligence of the British Columbia Board of Trade in not taking active steps to secure to Victoria a share of the Yukon gold output of this season. The Dominion government failed to establish assay offices at Victoria and Vancouver, as it was expected they would, the business community felt that such steps should follow the example of Vancouver, by forming inducements to miners to sell their gold here instead of taking it to Seattle. As a matter of fact, the British Columbia Board of Trade has been fully alive to the importance of the question and has been working quietly to bring about an arrangement which would give the city of Victoria her legitimate share of this business. The council of the board has not only endeavored in every way to promote the city's interests, but refrained from making public announcement of its action until something definite was accomplished. Vancouver, as is pretty generally known, has raised a fund of \$5,000, and is offering to guarantee the value of the gold by paying the mint value. It has now been determined that Victoria will do the same. The local merchants of the city have agreed to buy the gold from the miners, paying them exactly the same price which they would receive in Seattle, San Francisco or Washington. This, of course, will entail a loss to the banks, as these banks will be required to issue and assay charges to be reimbursed, and it is to make up this difference that the guarantee fund is required. The banks will receive a certain percent of profit from the transaction, but they are willing to handle the gold at their own risk, and to take the loss if the increased general business which the circulation of a large sum of money in the city would be sure to create.

**BULWARK OF THE CELESTIAL
 EMPIRE.**

Within the lifetime of men of middle age these seas were like a hornet's nest. In every creek, estuary and channel lurked Portuguese, Malay and Chinese pirates, the terror of the Eastern seas. It was not until the middle of the last century, or our countrymen, or by their good example putting their own in the Chinese waters, that the waters were as safe as the English Channel. So, too, have the coasts of China itself been purged of pirates, although there, although the Chinese of whatever grade is a potential pirate or brigand, given the opportunity, immerse them in the sea. It is only through the vigilant eyes of our navy, and the purchase at the price of incessant vigilance. In the Far Eastern seas, however, our sailors fighting against the pirates of the East, and the pirates of the East, they stand between the crumpling Celestial Empire and the greed of the world. N. E.—This sentence was written before the recent outbreak of hostilities in China. Ever ready in antagonism to our ships, they are always sufficient to command respect as well as breed envy, they make the night of our island nation felt in the affairs of the East.

Cross the Pacific, and on the western seaboard of our vast American possessions find a naval station fully equipped for the maintenance of a fleet so far from home. From these the peacekeepers sail forth all over the length and breadth of Northern and Southern oceans, and guard the western littoral of the great American continent, a mobile body whose business it is to keep watch upon all the nations who have imperiled the peace, no matter how great or small they may be. Hailed with delight by the nations, whose interests they represent, the Germans and the French, and look upon the war oceans of the great white "peace" ocean for their benefactors and the even-handed dispensers of justice between them—irredeemably the rascals of the Pacific, the robbers of the sea, the pirates, as well as thieves of their produce—truly, the lads under the white ensign have a wide field in the "peace" ocean for their beneficent labors. Guarding that greater England in the southern seas, where men of every nation under heaven find the same security, the same opportunities to grow rich, that men of our own race enjoy, clustering closely around the storm-patrolling Western Africa, as well as Eastern, and ready at a word to send off a company of little army into the interior, mobile and manageable as no shore troops can be, cruising among the West Indian islands, as the most westerly American station is cold and arid—the great patrol goes on.

FLOWER OF THE BRITISH RACE.

One does not need to be a rabid patriot to be a patriot. It is not every fibre of his frame that debars us from loving our country. We Britons owe to our navy. These brave, stalwart men, the very pick and flower of the British race, stand continually on sentry on all the shores of all the world, stand guard on our freedom, and so far as one nation may do, strive to secure freedom for all other peoples. We see but little of them, for their parades are not held amid shouting crowds, but on the lonely waters, under an admiral's eye, keen to discover defects wherever and whenever they occur, and to correct them. Their steady presence of duty, that is to say, to a full half of the world, bursting with envy at our comfort and prosperity, is a lesson to all of us.

In God's name, then, let us see that we do not forget, amid the security and plenty that we enjoy, the labors of those who are watching, our freedom, and so far as they can, are not hidden from us. Let the officers and men of the Royal Navy see that "out of sight, out of mind," is not true in their case, but that stay-at-home Britons are not to forget that the outpost of the Empire, the pickets of our power, are in very truth to be found on board the ships of the Royal Navy, the Watchmen of the World.

Dyspepsia in its worst form will yield to the use of Carter's Little Liver Pills. They not only relieve present distress but strengthen the stomach and digestive apparatus.

Let us then be up and doing,
 All becoming money kings;
 Some day may be enowding
 "Giniatrics" and things,
 Lives of billions remind us,
 That we've got to own the stock
 If we want to leave behind us,
 Libraries in every block.

It is absolutely necessary that we raise the above amount by August 1st.

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SUMMER SUITS, FLANNEL SUITS, BICYCLE SUITS, SOFT HATS, STIFF HATS, STRAW HATS, "Christy's," "Barrington's," "Stetson's," OUTING SHIRTS, FINE SUMMER UNDERWEAR, BOYS' SUITS, BOYS' BLOUSES Etc.

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 It is Better than a Piano
 Because you need no instructor. It reproduces the PIANO, VIOLIN, CORNET, TROMBONE, BANJO, MANDOLIN, FLUTE, PICOLO, as well as SOUSAS' BAND.
 It sings all the latest songs, popular hits, comic songs, patriotic songs and sentimental ballads, as well as hymns by church choirs, and every word is plain and distinct. It costs much more than this, and we'll be glad to send you full price lists and record sheets, FREE.

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 COLONIAL HOUSE
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We have recently opened a
Sporting and Athletic Goods Department

With a full range of Bicycles and Bicycle Sundries, Baseball, Golf, Tennis, Cricket and Lacrosse Goods, Boxing Gloves, Striking Bags, Dumb Bells, Indian Clubs, Croquet, Quoits, Target, Games and Fishing Tackle.

In connection with this department we have issued
AN ILLUSTRATED CATALOGUE
 which is now ready, and will be mailed FREE to any address on application.

HENRY MORGAN & CO.
 MONTREAL.

work allowed to be carried on here, as it could not be done in Seattle. By a unanimous vote the iron workers of Seattle were against the boycott called by the team of the Northwest Mounted Police and the team from Co. L, 24th United States Infantry, was the athletic event of the day. It was by long odds the warmest baseball game ever played in the North, and many were the expressions of regret that the first one of the season was so short. The respective champions cheered themselves hoarse when good plays were made, and boundary line and color line were forgotten. The spectators were so numerous that the stadium was crowded. The passengers by the Danube were A. P. Currie, P. C. Leonard, Mrs. Leonard and child, Mrs. H. L. Burrill, Mrs. Burnett, William H. Hurd, Mrs. Swanson and child, Mrs. A. F. Heck and children, D. McKinnon, Thos. Siddons, Wm. H. Malan, Mrs. Malan, A. M. Boyd, Fredrick Wilson, Mrs. Barker, Edward Buckley.

ORIENTAL LINERS.
 Idzumi Maru Sails Tomorrow for the Orient—Glengloie for Port Arthur.
 Steamer Idzumi Maru will sail from the Outer wharf tomorrow for the Orient and the Glengloie sails today from the depot for Port Arthur, carrying a large cargo of flour, machinery and general freight. The R. M. S. Empress of Japan is due at Victoria on Tuesday. The Glengloie sails with two cylinders in use, her low and interlocking cylinders having been converted to replace the cylinder destroyed in the explosion at the Outer wharf will be done at Hongkong.

THE GARONNE CASE.
 Deputation Tell of Their Failure to Have Boycott Raised.
 The delegation which went over to Seattle to endeavor to have the boycott on the steamer Garonne raised by the executive committee in Seattle returned yesterday morning. The deputation, which consisted of J. H. Long, president of the Trades and Labor Council of Victoria, and Messrs. Jessop and Madigan representing the machinists, and Messrs. Gough and Ray representing the boiler-makers, while they were well received by the Seattle iron workers, failed in their efforts to induce them to raise the boycott. A lengthy meeting was held, at which the deputation outlined the position, and advanced arguments in favor of the ban being removed, and the

LOOKING FOR HEIRS.
 A Philadelphia dispatch under date of May 28, says:
 "The heirs of the late John Tyson, of Australia, owners of property to the amount of \$40,000,000, are supposed to be in this country. Their whereabouts is unknown, and is sought diligently by a Philadelphia lawyer."
 "On Saturday morning last an advertisement in one of the morning newspapers requested that information concerning the heirs be forwarded to John Dickey, jr., of No. 804 Land Title Building, who has been directed to settle the estate."
 "John Tyson was a shrewd Scotchman who emigrated to Australia where the gold fever broke out in the '40s. He bought a large tract of land and established a ranch. His usual way, combined with an element of good luck, enabled him to increase his possessions to the extent of \$40,000,000. He never visited his native land, and never wrote, living a secluded life."
 "About a year ago he died intestate. He was unmarried and had no relatives living in Australia. An investigation was made by the authorities at his home in Scotland, and revealed the existence of three heirs who came to America several years ago. Where they are now is a mystery, but every one of the trio will be richer by \$13,000,000 by establishing identity before Mr. Dickey."
 "For any case of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, or any other ailment, Dr. Carter's Little Liver Pills are the only safe medicine for the price in the market."

**Navigation
 On the Yukon**

**Sternwheelers Expected to be
 Now Running Through From
 White Horse.**

**Princess Louise Brings News
 of Serious Cannery Fire on
 River's Inlet.**

(From Tuesday's Colonist.)
 Steamer Danube, which arrived yesterday afternoon from Skagway, brought news which indicated that the trail from White Horse to Dawson and movement of freight would soon be started for westward. The White Horse despatch was received from White Horse that during the 24 hours ending at Monday noon—the Danube sailed at 5 p.m.—the Yukon river had risen four inches, and it was then believed at White Horse that the ice of Lake Le Barge would break in a few days and a week navigation from White Horse to Dawson would be open. There was much freight piled up at White Horse, and the freighters were no longer able to cart it over frozen Lake LeBerge, whose surface was too rotten and insecure to support the heavy loads. Some 2,000 people waiting there until the time as the steamers were able to sail from White Horse for Dawson, which was expected to be within a few days after the Danube sailed south. The freight piled up there was estimated at \$200,000.

Five steamers had reached Dawson up to the time of the sailing of the Danube, the Bailey being the first to arrive, and followed by the Zealandia, the Orca, Nora and Flora. The Danube, was reported to have reached Lake LeBerge, and the Clossett, whose arrival was reported by the Danube, had started from there for Dawson. The Anglian and Bonanza King were reported to be nearing LeBerge when the Danube left.

John Dolan, who was drowned at Dawson on May 25, according to a despatch received at Skagway, was employed by the Yukon Navigation Company, and had arrived at Dawson only a day prior to his death. He is said to have been on the steamer when he slipped and fell into the water and was drowned.

White Horse celebrated Empire Day. A despatch received on May 24 by the Skagway News says: "White Horse is in the midst of the celebration of Empire Day, and the day is being observed with the spirit of a national holiday with more zeal than do the White Horse workers, who are all in uniform, and the day is being celebrated with a whole, to secure subscriptions. This was carried out by the Yukon Navigation Company."

NOT TALKING MUCH.
 Kitchener Sends Little Further News from South Africa.

London, June 3.—The war office is making no effort to allay the public interest in the situation in South Africa. Nothing has yet come through to illuminate the Kitchener affair, the only dispatch from the subject since the first official announcement being a three-line message from Kitchener issued this morning. The names of three additional officers killed.

Details received of the relief of Zwartkops, Transvaal, May 22, by Gen. Buller, and the capture of the town of Mafeking, are practically for several months, and that its food supply was short.

A despatch from Pretoria announces that the British troops, under the command of Gen. Buller, have captured the town of Mafeking, and the arrival of the British troops, and the arrival of the British troops, and the arrival of the British troops.

THEIR TALKING MUCH.

London, June 3.—There was a serious affair yesterday between international troops. Some British Fusiliers were firing at the British Fusiliers from the Orient. French soldiers from the breaking, were attacked with bayonets and bricks. The Fusiliers responded by firing into the air, and one Japanese were wounded. The arrival of a German officer and a strong guard ended the fray.

Pekin, June 3.—The departure of Field Marshal Count von Waldersee from Peking today was marked by a great military display by the allied troops, boom of artillery and the playing of bands. The entire diplomatic body escorted the Field Marshal to the depot. Von Rantzau, the aide-de-camp, and nephew of Count von Waldersee, will remain here to escort Prince Chun, the Emperor's brother, to Berlin, where he will formally apologize to the Chinese for the murder of Baron von Ketteler.

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They Last

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The Colonist.

FRIDAY, JUNE 7, 1901.

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THE SEMI-WEEKLY COLONIST

One Year \$1.50 Six Months \$1.00 Three Months \$0.50 Sent postpaid to any part of Canada and the United States. TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising to ensure their being inserted, should be handed in to the business office not later than 6 p.m. Advertising will be accepted up to 8 p.m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p.m., consult the Night Editor.

\$10 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

THE ROYAL VISIT.

The date of the royal visit to Victoria has been fixed for October 1, and the party will remain in the city until the 3rd of the month before beginning their return journey.

Arrangements for the proper reception of our distinguished visitors may now be begun. We understand that steps are to be taken immediately to call a public meeting of citizens to consider what can best be done. The proposal has been made that the Fall exhibition should be brought on a week earlier than has been contemplated, so as to permit of its being formally opened by His Royal Highness.

BRITISH COLUMBIA.

(Sixth Article.) The Southern Mainland section we have described as that portion of the province which lies between the Canadian Pacific railway's main line and the International boundary, but as we explained when adopting this arbitrary division, adjoining districts merged into it, and therefore in considering the Southern Mainland it is best to take into account in connection with it the whole of what is called the New Westminster mining division. It has a frontage on the sea of seventy miles, a width at the Rocky Mountains of about 200 miles north and south, its length from east to west being about 550 miles. This portion of the province contains the greatest amount of railway mileage, the greatest number of developed mines, the greatest number of towns, the majority of the population of the province and, with the exception of the southern third of Vancouver Island, it is by far the most advanced portion of British Columbia. Speaking of it generally, it may be said to be a richly mineralized region diversified to some extent with excellent farming land. It contains immense coal deposits; the metalliferous deposits are of gold, silver and copper. It has yielded considerable placer gold and may produce more, for like much of the province its wealth has not yet been determined.

We shall first speak of that exceptionally fertile district usually called the Lower Fraser Valley. This is one of the finest agricultural tracts in the world. For the most part it lies south of the Fraser and north of the International boundary, although there is a considerable area north of the Fraser to which the same high characterization applies. The total of such kind of land found here is embraced within an area of about 700 square miles. Several very prosperous agricultural communities are found here, but there is yet room for a large population. Much of the land is well timbered. A large part of it is

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dyked land, the whole valley consisting of silt carried down by the Fraser. This region is capable of sustaining a large population, and will undoubtedly do so at a very early day. What seems to be most needed at the present time is better means of communication. The character of the soil is such that it is not adapted to mixed farming, and what is needed is a line of railway running through the middle of the farming district. In connection with such a line a drainage canal would be made as a matter of course, in fact as a part of the work of construction. With such a line the distance which the farmers would have to haul their produce would be greatly reduced, and the charges attending the handling of it would be lessened. If there is anything in the history of other localities, which may serve to guide us in judging of this part of the province, it is that when this great country south of the Fraser is bisected by a railway line its progress will be rapid.

The products of the Fraser valley show that it is adapted to mixed farming. In fruits, apples, pears, peaches, plums, cherries and prunes are the principal varieties cultivated, but in some localities grapes and melons are a tolerably safe crop. They cannot, however, be regarded as standard crops. Wheat is a very good crop. Thus we find in Aldergrove it is put down at averaging 40 bushels to the acre; in Matsqui at 30 bushels; in Chilliwack 25 bushels and at Surrey 30 bushels. Oats yield from 40 to 100 bushels to the acre according to locality. The average of the returns would seem to be about 60 bushels. Hay yield about 1,500 pounds to the acre; potatoes from 3 to 5 tons; root crops from 20 to 40 tons. Hay yields from 2 to 3 tons per acre. It is probable that as the drainage of the land is improved, these figures will be exceeded, but it is proper to say that the year for which these statistics were compiled was not a very good one, so that in exceptionally favorable seasons a better showing would be made, although the above is highly satisfactory. The valley is well adapted to dairying and considerable progress has already been made in this direction. In this connection reference may be made to the cattle of the district, which are in many cases of the highest quality. It is probable that in the future this portion of the province will become one of the greatest dairying districts on the continent. In many parts of the valley sheep thrive exceptionally well, and for poultry raising there is no better locality.

An industry that would undoubtedly prosper in the Fraser valley is the cultivation of the sugar beet. It has been prosecuted to some extent experimentally, but no attempt has been made to deal with it on a large scale, for lack of a sugar factory to purchase the beets. Flax has not been cultivated to any large extent, but experiments have shown the district to be excellently adapted to that branch of agriculture.

By and bye when the expanding markets call for more economical use of land, the Fraser river farmers will use advantage on a larger scale and will thus greatly augment the ability of the valley to support live stock and prosecute dairying.

In short, the valley of the Lower Fraser seems destined by nature to be one of the garden spots of the world. This portion of the province contains the following sections, the names being given for convenience of reference:

The Delta, on the coast, alluvial deposit, excellent timber on the higher levels. Elgin, alluvial in the lower levels, rich black loam and red loam on the higher, excellent timber. Surrey Centre, similar to Elgin.

Port Kells, the island requires dyking, but the mainland is protected naturally from the river floods, some good timber. Hall's Prairie, rich black loam, but requires draining, very fine timber.

Langley, rich black loam on the lower levels, clayey loam on the higher, very heavy timber. Langley Prairie, the same as Langley.

Aldergrove, clayey, with black loam in low places. Very heavy timber. Mount Lehman, black loam or red loam with sandy subsoil, considerable heavy timber, but much of the best land only lightly wooded.

Matsqui, alluvial deposit requiring dyking. Upper Sumas is identical with Matsqui. Chilliwack, Sumas and Popcum, clayey sandy and vegetable loam alternate, dyking not necessary. Portions well timbered.

Hope and St. Elmo, the same as the last mentioned. Agassiz, soil varied but fertile, light timbered. Nicomin Island and Harrison, alluvial deposit, dyking necessary. Dewdney, a variety of soil all fertile, dyking necessary in some places.

Mission and Haisla, some alluvial land requiring dyking, fertile upland, heavy timber in some places. Wharrock, Port Haney, Port Hammond and Pitt Meadows are similar to the last described districts. Lulu and Sea Islands are similar to the Delta.

Dyking has been carried out effectively in many places and the extent of these important works is increasing. In the south eastern portion of this district, near Mount Baker, what appear likely to be very valuable gold mines are now being opened.

raising, but for the most part the whole group must be classed as non-arable. The climate is very fine. The rainfall is less than on the corresponding latitude on the Mainland, and the greatest cold ever experienced since records have been kept was 8 degrees above zero, Fahr. During the past eight years the thermometer has never gone below 13 degrees. This mild climate is due to the effect of the Japan current. There is some snow every year, and the highest peaks in the interior are snow-capped through the whole twelvemonth.

The known mineral resources are coal, copper, gold and silver, but only limited prospecting has been done for anything except coal. The latter is found both on Graham and Moresby Islands. The ascertained areas are extensive and the quality of the coal is good. Gold has been mined by the Hudson's Bay Company, to some extent at Gold Harbor, on Moresby Island. Prospects have been found in numerous other places, but it is only very recently that anything like systematic exploration has been undertaken. While it is too soon to forecast results, it may be said that the outlook is favorable. If any persons desire an all-round view of this sort of work, they can find it in the Queen Charlotte group, and the conditions of life there are by no means arduous.

Except on the highest levels and near the coasts, the islands of this group are well timbered, principally with spruce and cedar. The wood is of good quality. Whatever doubt may exist on other points, there is none as to the values of these islands for the staple product of the fisherman. The most valuable fish found in the adjacent waters is the halibut. They are not large in size, but are excellent in quality. They seem to exist in inexhaustible quantities. They can be taken at any season of the year at some points around the coasts. Salmon are present in all the inlets in incalculable numbers. Codfish are also taken, but not so much as is known as their numbers, as little or no attention has been paid to this fishery. Three factories have been set up for the manufacture of dog-fish oil.

As is the case in most of the islands along the northwest coast, wild berries, namely, huckleberries, cranberries and luscious and large wild strawberries grow in profusion. There are about 600 Indians on Graham Island, and possibly a hundred white people on all the group.

Of the smaller islands of British Columbia, Texada attracts the greatest attention. It is situated in the northern part of the Gulf of Georgia, between Port Moresby Island and the Mainland. It is 20 miles long with an average breadth of 6 miles. It has been described as "a mass of mineral." It is known to contain copper, gold and iron in paying quantities, also great deposits of lime and marble. Mining for the three minerals named is being successfully prosecuted. Great attention has recently been directed to this island by the discovery of exceptionally rich free-milling quartz in quantity which warrants the institution of stamp mills.

The principal scene of mining operations at the present time is near the northeast end of the island, in the vicinity of Stuart Bay, where the town of Van Anda is situated. There is a smelter here, the business of Texada Island is steadily increasing, and it is now safely established as a growing mining centre.

The island is well timbered and contains a considerable area suitable for agriculture. On the whole, for its area, it would be difficult to find anywhere an island enjoying better advantages than Texada.

The scores of islands and islets, which lie along the British Columbia coast from the Gulf of Georgia to the Strait of Juan de Fuca, are in general fertile. It is impossible to mention them all, particularly on some of them, notably the Princess Royal Island, prospecting has been done, but for the most part they are virgin ground. On Princess Royal a very promising copper deposit is now being opened. Almost all the islands are well timbered, and on some of them there is land fit for farming, but except on the more southerly, agricultural is not likely to be of importance. Mining and lumbering will prove the chief sources of wealth. On some of the islands of the Gulf of Georgia farming is now prosecuted successfully, and there is considerable vacant land. The climate of these islands is very agreeable. They are protected from the ocean. The snow fall is light, and there is much of it, no winter as it is understood in the interior of the Continent, or in corresponding latitudes on the Atlantic coast.

Speaking generally of the Island section of British Columbia, one may say that it contains very many elements of great prosperity. Its genial climate, the ease with which all parts of it can be reached, the existing means of communication, the variety of resources and the large area yet to be explored, combine to make it a portion of the country that ought to command very much greater attention than it has hitherto received. The indications are that any deficiency in this regard will be supplied in the near future, as the fame of the developed properties becomes more widely extended.

BRITISH COLUMBIA. (Fourth Article.) We have so recently dealt in extenso with the resources of Vancouver Island that anything that may be said here will be meagre in comparison, and we only refer to this phase of the subject in order that this series of articles may be complete in itself.

In addition to the immensely valuable forests and the inexhaustible supply of coal referred to in a previous article, Vancouver Island is rich in iron, copper and gold, and deposits of other metalliferous ores are not lacking, although perhaps none have as yet been developed to warrant any one in attempting to put a commercial value upon them. There is no doubt, however, about the extent and value of the deposits of the minerals above named. Metalliferous ores are widely distributed over the Island. Iron is found along both coasts, and work is in progress upon more than one deposit. There is ample ore to supply a large iron plant. Copper is even more widely distributed. The greatest

number of deposits that have been discovered lies along the West Coast, but the mountain chain which forms the centre of the Island appears to be very rich. The most extensive operations carried on are at Mount Sicker, a short distance from the line of the Esquimalt and Nanaimo railway. Here is one of the most promising mines in the province. It is already producing large quantities of high grade ore, with a probability of steady increase. Other mines in the same neighborhood are in process of development, one of them having already been demonstrated to be of great value. The Mount Sicker district is certain to be one of the most active copper mining centres in the Northwest.

On Alberni canal, Barclay Sound, Sidney Inlet, Quatsnoy Sound and other points on the West Coast, mines are being developed, and some of them are already shipping ore. Other reports are being opened up. Indeed it may be said in a general way that in every part of the explored portion of Vancouver Island paying deposits of copper ore have been discovered. A large area remains to be prospected. Of gold the deposits are numerous. Gold occurs in all the copper ores. At Alberni Canal and in one or two other places deposits of free milling quartz have been found, but none of them have as yet been sufficiently developed to rank as mines. It is too soon to express any definite opinion as to their value. Gold is found in the beach sands on the West Coast and the small workings have been and are now being prosecuted there. The greatest confidence is felt in the future of metalliferous mining on Vancouver Island, and the presence of excellent coaling coal will undoubtedly lead to the establishment somewhere on the Island of one of the largest smelting plants in America. There are enormous volumes of ore all along the Northwest Coast, and in the Yukon country that will require treatment at smelters, and the conditions existing on Vancouver Island and most favorable to the establishment of such an industry there.

The fisheries of Vancouver Island are a source of wealth. In this connection it may be mentioned that Victoria is the headquarters of the sealing fleet, Salmon abound. On the inland waters there is the best of fishing for sportsmen, and the readiness of access of the waters to the city makes them in this respect a source of future prosperity.

Vancouver Island has three railway lines, the Esquimalt and Nanaimo, from Victoria to Wellington, 76 miles, and the Victoria and Sidney from Victoria to Sidney 16 miles, and the Comox railway from Union Bay to Comox Lake, 16 miles. They are of standard gauge. The Esquimalt and Nanaimo passes through the important coal mining towns of Ladysmith and Nanaimo, also through the saw-mill town of Chester. From the Comox railway is the mining town of Cumberland, which affords a market for the fine agricultural district of a little to the north. There are several private railways in connection with lumbering and mining operations.

Victoria, the capital of British Columbia, is situated on Vancouver Island. It is a city of large trade, and ranks third among Canadian cities in the tonnage of vessels entering and clearing. Esquimalt, the North Pacific station of the British navy is a suburb of Victoria. It is also a military post. The large and steadily increasing disbursements in connection with the navy and military form an important factor in the business of this part of the province.

The area of farming land on Vancouver Island is considerable, but has never been fully ascertained. It is found for the most part in river valleys, although much of the higher levels is fit for cultivation. The soil in the valleys is usually very fertile. The largest areas of farming land lie on the east side of the central mountain chain and are distributed throughout the whole length of the Island. Some of them are the seat of thriving agricultural communities, but the majority are as yet unoccupied.

In a survey for a line of railway through the northern half of the Island, the engineer in charge noted agricultural valleys aggregating in area over 140,000 acres, all unoccupied, and all adjacent to the line of his survey. The fertility of the land and the mildness of the climate specially adapt Vancouver Island for dairy farming and fruit raising. It is capable of supporting a large agricultural population, prices for produce are good and the domestic market will consume all that can be raised.

There are prosperous agricultural districts along the line of the Esquimalt and Nanaimo and the Victoria and Sidney railways, also elsewhere in the southern part of the Island. Railway extension to the north end of the Island is contemplated at an early day. It will open a very valuable district and be of great advantage as a part of the through line of communication to Northern British Columbia, the Yukon and Southern Alaska.

MR. COHEN'S VIEWS. Mr. H. Hirschell-Cohen writes us a very vigorous letter, which we print this morning. If the publication of the first of our series of articles on British Columbia does no other good than bring about an expression of opinion from Mr. Cohen, it will not have been written in vain. Like many other gentlemen, whose opinions on business questions are of value, Mr. Cohen has been averse to appearing in print. He has on one or two occasions publicly given his views on matters of current interest, but in the main he, like so many people, has remained silent, when efforts have been made by others to shape the policy of the country. We are glad to have stirred him up, and although what he says is not wholly palatable, we recall the expressions of Lord Chatham: "The smoothness of history cannot save us in this crisis," and we feel like paraphrasing the rest of this remark and saying: "It is now time to instruct the people in the language of truth." Mr. Cohen refers to demagogic utterances which

unsettle the value of investments. No one regrets these more than does the Colonist, but we are strongly of the opinion that the best way to meet these and to counteract their influence upon the welfare of the province, is to state the opposite side of the case vigorously and truthfully. By doing this gentlemen like Mr. Hirschell-Cohen can do much to check the tendency of legislation, which they so greatly deprecate, and give public opinion a new and correct departure. In the efforts, which it has made from time to time to develop a healthy public sentiment in this province as to the laws which ought to govern mining investments, the Colonist has found itself hampered by the lack of out-spoken support from the business community. The whole matter seemed to be left to the politicians, and they in their turn seemed to think more of what would catch votes than of that would promote prosperity. We are not now referring to anything done during the last two sessions, because there has been no legislation in that time to which such observations apply. If there has been an absence of legislation calculated to encourage capital, those who feel such legislation to be necessary, and who think they know what its character ought to be, can hardly justify themselves in remaining silent. The Colonist is laboring to promote provincial prosperity according to its best lights. It makes no claim to a perfect understanding of the whole question. On the contrary it has invited and continues to invite those who can point the way to better conditions to make their respective use of its columns for that purpose.

We disagree with Mr. Cohen in what he says about there being no necessity for a campaign of education. We think there is great need of it, not perhaps in the money market of London, but certainly right here in British Columbia. We are satisfied that if the people of the province fully appreciated its magnitude and the diversity of its resources they would realize how important it is to devise and carry out a policy that will attract settlement and capital into the province. The campaign of education is intended as much for "home consumption" as anything else. We shall be very glad to have the co-operation of our correspondent and of others in the work. We can only attempt in the editorial review of the province to deal in generalities, but we hope this may be the foundation for specific action along lines calculated to make British Columbia as prosperous as nature intended it to be. We recognize that this end cannot be accomplished by only looking at the bright side of the case. It is not enough to point out the advantages of the province. We must be content to have some one show us its disadvantages and how they can be remedied. If this is done, we believe the good sense of the majority of the people will find expression in beneficial legislation.

THE NEWS SERVICE. The Victoria Times and the Vancouver World have recently spoken in very complimentary terms of the telegraphic service given the British Columbia newspapers. They have only said what the readers of these papers have been saying for some time past. No criticism is made as to the volume of telegraphic news received, which is fully what the size of the province is entitled to. It is the quality that is inexcusable. It is astounding what the editor of the Associated Press despatches for this Coast thinks we ought to be interested in. Let us take a sample or two. A few weeks ago the second despatch in point of magnitude received by the Times as a part of the day service was the story of a little boy in Brooklyn, who had left home in the morning and had not come back, and his father was afraid that he might have fallen into the water and been drowned, although he admitted it was possible that he had gone off with some playmates. A few days later the Colonist had a despatch telling that some queen in the Balkan region had again come to the dinner table. This item, which by itself was utterly uninteresting, was the concluding chapter of a strange story of that particular queen, who has been endeavoring to persuade her more or less royal spouse that she has lately presented him with a son and heir. Once a week we get a so-called European letter by wire. It reads very much as if some one had taken a pair of scissors in the dark and cut up some stuff that happened to be in the office. We say the other night the information that Senator Beveridge of the United States had gone to see some one in England. Now we protest that no one in British Columbia cares where Senator Beveridge goes or stays. He is doubtless an amiable person, but we are not lying awake at night to print a

paper telling of what a lot of amiable American politicians are doing. Take last night's Times, which is rather better supplied with telegraphic news than usual. The public were told that it had been raining heavily in New York state, that two yachts were going to have a trial race on June 24, that it is not true that Mrs. Maybrick has been released from prison (no report that she had ever been sent there), that Mrs. McKinley's condition was unchanged, that two men had shot each other in Chicago, that President McKinley has given the King of Sweden his photograph, that there is some talk of a local coal and coke combine in the United States, that there is to be no extra session of congress, that a man no one has ever heard of before is being tried for fraud in Philadelphia, and so on. There is no use in saying that this is the pick of the news. It is nothing of the kind. It is the refuse. All any one has to do is to examine the daily papers of other cities to find this out. The press of British Columbia will have to take this matter up.

The civic authorities are taking steps to improve the sanitary conditions surrounding the wash-houses in this city. The public will be glad to see the proposed improvements made. The wash-houses are an eyesore and an injury to adjacent property, besides possibly a menace to the public health, as they are at present arranged. Accompanying the notice given to owners is a memorandum saying that if the residents in the neighborhood of a wash-house do not wish it to be removed, it may remain in its present position. We hope persons to whom this applies will not be too good-natured in assenting to the continuance of such places in public localities.

We note that the South African consular has been getting in its work. There is some comment in the London despatches to the New York press over the alleged uncertainty as to conditions in Africa. But things are greatly improved there without a doubt. The steady resumption of work at Johannesburg shows the degree of confidence felt by capitalists and working men in the existing status. The Boers are not quite at the end of their resistance, but it is not far away.

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RENEWED VIGOR



Men who lack the vigor and snap of youth, who have "grown old" too soon; who have been debilitated and weakened by mental overwork, worry, youthful errors or later excesses, who would care for an honest opinion as to the possibility of having such power returned to these I am pleased to offer my advice and consultation free.

During my 30 years' experience as a specialist I have tested all medicines known to science for such disorders, and I pledge my word that not one case out of every hundred can be cured by drugs. The reason is that stimulants must be used, and after treatment is left off the trouble returns. The best and surest remedy I have found to be the pure galvanic current of Electricity PROPERLY applied. I would have no reason for saying this were it not true, for I can give medicines if the patient desires. I pin my faith to Electricity because it is a NATURAL cure, and does not STIMULATE, but STRENGTHENS; hence the results are permanent. Every one has heard more or less of the Dr. Sanden Electric Belt, but I now offer in my 1901 Dr. Sanden

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FREE BOOK. FREE CONSULTATION. To those who live near by I would request a personal call, as I am here to offer free advice, and will thoroughly explain my Herculex Body Battery and give test of current. If at a distance write for my descriptive book, "Health in Nature," sent sealed free by mail. It gives much valuable health advice and also fully describes Herculex with supplementary attachment, Mr. J. W. Sanden's special attachments may be used by women as well as men in Nervousness, Lame Back, Rheumatism, etc. Write or call to-day.

Dr. A. W. Sanden, 474 Main Street, Winnipeg. Office hours 9 a.m. to 6 p.m.

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JOSHUA DAVIES AUCTIONEER

UNRESERVED AUCTION SALE OF THOROUGHBREDS FROM MALLOWMOT Stock Farm at Victoria Race Track. JUNE 15th, 1901, AT 2.30 P.M.

1 Bay Colt, Bandall—2 years, by Little Mid (stake winner) from Hearsace (stake winner) by x Kyrle Daly from Extract (stake winner and dam of 4 winners) by Virgil, etc.

2 Bay Colt x Ero Pyro—2 years, by Mifford (stake winner) from x Eastern Lily (granddam of Indian Chief winner French 2,000 guineas) by Pelowchara from Pel 2, a pale pony sire (nonde's dam) by Macaroni.

3 Bay Filly Killease—2 years, by Little Mid from Elysee (Elise) winner San Francisco and B. C. by Pelowchara from Pel 2, a pale pony sire (nonde's dam) by Macaroni.

4 Brown Colt, Wallop—2 years, by Little Mid from xx Wandallah (never raced) by Waterloo (Queensland Derby and Legger) from Grace Darling (winner Caulfield cup and guineas and dam of winners) by The Driver, etc.

5 Chestnut Colt, Worman—4 years, by xx Doncaster (cup and handicap winner) from xx Wandallah above.

6 Chestnut Filly, 1 year—Unnamed, by Little Mid from Elysee above.

HALFBRED. 7 Chestnut Filly, 1 year—By Little Mid from Tripod, a trotting breed Mare.

Lots 1, 2, 3, 4, 5 will be shown under saddle and are warranted good. Lots 1, 2, 3 should make good racing or polo ponies. Lot 5, a pale pony sire. XX Means horses imported from England.

XX Means horses imported from Australia. Certificate of veterinary as to blemishes (if any) with each horse, but age and breeding only warranted. Certificate Registry American Stud Book for all except lot 7.

CATALOGUES ON APPLICATION—AUCTIONEER. JOSHUA DAVIES, Auctioneer.

PRELIMINARY NOTICE. JOSHUA DAVIES AUCTIONEER. Has received instructions from the Hon. J. H. Turner to sell at his residence, Pleasant street, prior to his departure to England, ALL his household furniture and furnishings. Further particulars with catalogues and date of admission will be issued at a future date.

JOSHUA DAVIES, Auctioneer.

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Hudson Bay—The Baltic of America

By Frank I. Clarke.

The opening of Hudson Bay to the commerce of the world is a problem which has exercised the minds of many enthusiastic Western Geographers during the past twenty years, until now, at the dawn of a new century, the doubts and objections which impeded this great project seem to be clearing away, and there is every probability that ere long the locomotive whistle will awaken the echoes of the rock-bound coast of the Baltic of America. British Columbians may not be so profoundly impressed with the importance of opening the Bay as their friends and neighbors of the transmontaine prairies, but a brief study of the map should convince them that a railway from this Coast to Hudson Bay will place them several days' journey nearer the heart of the Empire and create possibilities for this province that have been dreamed of, but put aside as hopeless of fulfillment. It is a remarkable fact, and one not generally realized, that the western shore of Hudson Bay is actually nearer the Pacific than the Atlantic Ocean, and, therefore, the Bay is the most convenient and speediest outlet for the trade of British Columbia and the adjacent States.

The people of the prairie country lying west of the Red River of the North and the Mississippi are fully impressed with the importance of any movement that will lead towards a cheapening of freight rates to and from the Atlantic seaboard, but they regard the proposed schemes of improvement of the St. Lawrence and Hudson rivers as local enterprises, which, even in their most successful outcome would fail to furnish more than a modicum of relief. They recognize the important fact, overlooked

while the numerous lakes and streams which intersect it in every direction are being with fish. This great inland sea—the Baltic of America—is connected with the Atlantic Ocean by Hudson Straits, a body of water extending 500 miles from east to west, its widest part being 100 miles and its narrowest 45 miles. The straits vary in depth from 150 to 300 fathoms. San Francisco is 3,328 miles nearer Liverpool by way of Port Churchill, on Hudson Bay, than by the St. Lawrence route, and 1,631 miles nearer than by the New York route, and the saving of distance is made on land.

Being these facts in mind, it remains to be shown that Hudson Bay affords a practicable route from the Pacific Coast and the great plains of the west to Great Britain and Europe. In the first place, as to the navigability of the Bay and Straits: A decision appears to exist that Hudson Bay is a land-locked, ice-bound waste of water, only occasionally accessible through the Straits, and that the navigation of the latter is so dangerous from ice and tempest that only the more reckless and daring will attempt it. How does history support this proposition?

IS IT NAVIGABLE? In 1517, nearly four centuries ago, Sebastian Cabot, searching for a north-west passage to the Indies, sailed into Hudson Bay. Ninety years afterwards, Henry Hudson explored the western shores of the bay, to which he gave his name; and other navigators followed at short intervals, until in 1670 regular communication was established by the chartering of the Hudson's Bay Company, who were granted the exclusive right to trade in the Bay and the coun-

try. The possibilities which present themselves through the exploitation of this great inland sea are illimitable and acceptable of a summing up adequate to their importance at this stage, but that the establishment of this northern route to Europe will revolutionize the whole carrying trade of this continent, and materially affect the transportation industry, and will free the agriculturists of the Central and Western states and provinces from the thralldom of the transportation companies. It will build up a new Archipelago at Port Nelson or Churchill, where the flags of all nations will float from the masts of a vast fleet of merchantmen. A new Minneapolis will be built up at some point on the Saskatchewan, where the wheat of the West will be ground and shipped as flour to the Old World—indeed, it may be found cheaper to supply New England and the Atlantic Coast generally with flour and produce shipped via Hudson Bay than by existing lines of transport. It will open the eyes of the world to the magnificent expanse of country lying north of the Saskatchewan—the great Northwest, par excellence—a country of unbounded wealth of fertile soil, valuable timber, coal, fish, furs and silver, platinum, and nearly every mineral of economic value—a country compared with which the treeless prairies of the central districts are but a desert.

RAILWAY CONNECTION. Next, to inquire into the accessibility of Hudson Bay from inland points. The Canadian Northern railway, running from Winnipeg to Lake Winnipegosis, is being extended this season to the Pas, on the North Saskatchewan river, and thence it will be continued, following the valleys of the Nelson and Churchill rivers to Port Churchill, on Hudson Bay, a total distance of nearly 700 miles. A road is also projected from Fort Simpson, B. C., to Churchill, 1,450 miles, which would cross the Rocky mountains via Pine River Pass, the greatest altitude of which is only 2,240 feet, nearly 2,000 feet lower than the highest point on the Canadian Pacific, and 5,500 feet lower than the Central Pacific. Lines of railway have also been projected from Calgary, Alberta, and Prince Albert, Saskatchewan, to Churchill, and from Winnipeg to York Factory. The surveys of these lines demonstrate the fact that no serious engineering difficulties exist, except in the mountain region; the route between Winnipeg and the bay offers none at all. A line from San Francisco to Churchill has been extensively considered by Western railroad men. Such a line, traversing the rich mineral, agricultural, timber and grazing areas of the West—California, Nevada, Idaho, Montana, Alberta, Assiniboia, Manitoba, and Keweenaw—would be 2,543 miles long, and would shorten the

distance from San Francisco to Liverpool by more than 1,000 miles.

NORTHERN WATERWAYS. A reference to the map will show that the Red River receives the waters of the fertile plains of Minnesota and the Dakotas—and its tributaries, the Red Lake, Souris, Pembina, and Assiniboia, from the north; the Red Lake River, from the south; the Bow and Belly rivers, from the west; while the lake itself pours these waters and those of several less important streams—through the Nelson, Hayes and Churchill rivers into Hudson Bay. The Saskatchewan river, which flows from the Rocky mountains, empties its mighty volume into the northwestern extremity of the lake, is navigable for with miles from its mouth and discharges the great cattle ranges of Alberta, offers uninterrupted navigation for 2,000 miles. The Red river, which empties into the southern extremity of Lake Winnipeg, can be made navigable from Red Deer lake, Minnesota, to Lake Winnipeg, and thence by the Nelson river to Hudson Bay, a stretch of about 1,600 miles. The works necessary to make these great water stretches available to commerce would be the improvement of the channel of the Red river at Goose Rapids, Minnesota, and at St. Andrew's Rapids, Manitoba (this is now being done by the Dominion government); the construction of locks at Grand Rapids and Cole's Falls, on the Nelson and Hayes rivers. Both routes would merge into one channel at the northeastern extremity of Lake Winnipeg, and form a grand highway to Hudson Bay. These waterways, running through the heart of the great Western prairies, would be tapped at convenient points by short lines of railway which would convey the wheat, cattle and other produce to the elevators, warehouses and stockpiles, to be thence shipped to the Bay and to Europe. Experience has demonstrated that these northern waterways are open for navigation on the average, quite as early as Lake Superior and the Gulf of St. Lawrence, and that they remain open as long as these. The removal of the obstructions at St. Andrew's Rapids, now under contract, will give 490 miles of uninterrupted navigation from Winnipeg to the head of Lake Winnipeg, and it is less than 200 miles from there to the Bay. The estimated cost of the canal and improvements is \$2,000,000, a trifle when the immense result is considered.

The opening of Hudson Bay to the world's traffic will be one of the most important and memorable events of the century.

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BRUNNEN'S COURT CONFERS THE TITLE.

Lincoln, Neb., June 1.—Taking for his text the words "Emperor McKinley," W. J. Bryan tonight gave out an extended statement bearing on the supreme court decision in the insular cases. Mr. Bryan declares the supreme court has joined with the present congress in an effort to change our form of government, and he calls on the people to repudiate the verdict. Mr. Bryan says in part, "By a vote of 5 to 4 the

LESSONS FROM BRITISH COLUMBIA

Growth of Population Proves to Be Larger Than Was Expected.

From London Times. The figures published by the Registrar-General for the whole of England and Wales are in many ways very remarkable. The growth of population proves to be much larger than was expected by experts. According to the preliminary statement, certain not to be substantially altered by the corrected returns, the total population was 32,525,716, or 168,985 in excess of what might be anticipated from the corrected returns. This is a tolerably close approximation. It is not, however, a valid argument against the utility of a quinquennial census. Fairly accurate as to the aggregate, a decennial census abounds in embarrassing surprises as to individual towns, and is for some purposes useless. For the whole country the increase was 11.65 per cent. between 1881 and 1891; the increase between 1891 and 1901 was 12.15 per cent., or one-half per cent. greater. And no doubt the increase would have been appreciably greater if, in addition to what French statisticians call the population de fait, there had been included so much of the population de droit as is now absent in South Africa. It is not too much to say that the figures have given a general sense of relief. We have not fallen into a stationary condition, nor is the rate of increase in any way alarming. We escape an unhealthy moral atmosphere, an unwholesome retrospective mood, which comes with the peril of either undue decrease or undue increase. If statistics and economists were consulted as to the rate of increase that was the best from a national point of view, at once stimulating activity and yet not

of traffic regulations for certain streets at certain hours, framed with reference to the needs of the incoming and outgoing traffic. What might be done to develop of suburban population in such new conditions. The concentration of population in few centres was at first largely due to the existence of fortifications and the habits which grew up among people closely pent together. The first effect of the modern manufacturing system was the accentuation of this tendency. Then came the modern railway system, which gave great advantages as industrial centres. The agricultural depression quickened the movement towards towns, and the order was completed by the diffusion among the agricultural laborers of a taste for the pleasures and wages of towns. All this will be altered, can be altered, as well as his employer can, without fatigue or great expense, be warded every movement thirty miles to business; if the residence of the artisan in the country is not a cheerless solitude, but a place with plenty of local life and amusements. A garden, a music-hall can alone, it has been said, be a complete town, and a town, in old home. Both attractions, and, more, may soon be within his reach if the means of communication are greatly improved. In command this lesson may be deduced from the census to those who would build in or near London huge blocks of workmen's dwellings. In ten years, or even less, some of them may be obsolete; a large number of costly houses will be thrown on the public hands, as is likely, at an accelerating rate. The figures which we published on the 4th inst. proved that an enormous decrease in some of the central parts of London, and that the chief increments were in the suburban boroughs. Much of the same tendency is noticed in other large towns; and it is part of a universal law towards which will one day happily arrange itself, the slow but sure assumption of constantly increased overcrowding.

The total increase which we record is not the result of a high birth-rate kept down by a high death-rate. It is, we know, the result of a moderate birth-rate together with a low death-rate—the best possible combination of circumstances. Conceivably there might be two communities with equal populations at a given moment—the first consisting of a very large number of young people, a considerable percentage of which is destined to die in an early age, and with a small percentage of persons fully capable; the other with a smaller percentage of weakly infants, but with a large percentage of capable members. In the latter case, the elements of our population are in point of efficiency at least as good as they ever were. The fact that we are so to be flooded with a large volume of "young grade lives" is baseless. We start the century with the knowledge that the stock is vigorous in quality and increasing in numbers.

MAP SHOWING Hudson Bay & Projected ROUTES.

Table of Distances

| | |
|--|--------|
| San Francisco to New York..... | 3,331 |
| New York to Liverpool..... | 3,130 |
| Yokohama to Liverpool, via New York..... | 10,931 |
| Victoria to Liverpool, via Montreal..... | 10,231 |
| Port Simpson to Churchill..... | 1,450 |
| Churchill to Liverpool..... | 2,960 |
| Yokohama to Liverpool via Churchill..... | 8,275 |
| Difference in favor of Northern route..... | 2,678 |

A CURIOUS HOUSE.

One of the curiosities of architecture in England is the house erected about three hundred years ago at Rushton, in Northamptonshire, by Sir Thomas Tresham, a Roman Catholic, who wished by his design to typify the Trinity. It is all three; has three sides, three corners, and three windows on each flat side of them in the shape of the trefoil—the three-lobed shamrock. Where the roofs meet rises a three-sided pyramid, terminating in a large trefoil. The smoke escapes from this chimney by three round holes on each of the three sides. The building is almost covered with mottled and carvings, three Latin inscriptions, one on each of the three sides, having thirty-three letters in each. These inscriptions are not alike in length. Over the door is the text from the Vulgate, "There are three that bear record" inside the house, each corner is the name of each of the three main rooms, so that on every floor there are three three-sided apartments. It is hardly necessary to add that the house has ceased to be inhabited.

WANT A HUSBAND?

Here's One to Be Ruffed For Among Healthy Young Women Under 30. Any white woman under the age of 30, who is neither crippled nor a sufferer from any incurable disease, but has found some difficulty in securing a husband, may take a chance on fairly good-looking, temperate and industrious one at a cost of \$5.

According to the New York Sun, Samuel J. Widdows, a young merchant of Nicholasville, Ky., having reached the age of 25 years, which he considers marriageable, has decided that, not having any particular inclination of his own to any young woman, he will solve the matrimonial problem and increase his bank account, by offering himself to be flung himself off the same time by raffling himself, at \$5 a chance, and he is being advertised in the Kentucky newspapers.

Life of a good family, is employed at a good salary, and has not previously shown any unusual sign of eccentricity. He wishes himself says that this step of his, though unusual, is not eccentric.

He wants to go into business on his own account, and this is the only way to can think of to raise the money for a start. This is his own statement. The case, as made to reporters who were anxious to find out all that was possible about the matter, is that he is willing to seek a wife in a raffle.

"I propose to have a contest, if I can call it that, open for a certain period—say three months. The tickets are to be numbered, to cost \$5 each, and there are to be a few necessary restrictions. The women must be between 20 and 30 years of age; they may not be employed or afflicted with any incurable disease. The contest is only open to white people, but there are no restrictions as to nationality. I am willing to take my chance on looks.

"I have placed the contest in the hands of a board of nine men, and it is being advertised. If it is properly placed before the public I believe that from 2,000 to 3,000 tickets can be sold. There is so little love in marriages that are contracted now that I feel confident at least 2,000 young ladies will take chances. They will not only get a husband, but if this contest pans out it should do, \$10,000 with him. At the same time they must sign a contract that, should the union not prove congenial and a suit for divorce follow, is to waive all claim to alimony.

There hasn't so far, been any rush by healthy women under 30 years old to take young Widdows with the strings on him attached by this last condition.

TORONTO SWEAT SHOPS.

The terrible effects of the sweat shop system were brought out at the police court this morning, says the Hamilton Spectator. A depositor from Toronto, during the hearing of a case of theft brought by Mrs. Laura Simpson against S. B. Fine, an sweat shop contractor of Queen street west, Mrs. Simpson had been working for Fine, who claimed that he had worked for her and had made a heavy deduction on the agreed upon price. The articles made were boys' knicker pants, and she was only allowed 25 cents for a dozen pairs. The complainant swore that she could not working at her best speed, make over eight dozen pairs a week or \$2 in wages. In this case 90 cents was taken off.

The magistrate said he could not convict the defendant, but he was sorry, for he would have punished Fine with pleasure had the law allowed.

or ignored by the advocates of the improved St. Lawrence and Hudson route, that the Great Lakes and the St. Lawrence, which Eastern people are accustomed to regard as natural features of great magnitude in the hydrographic system of the continent, drain only about one-tenth of the whole territory, while 70 per cent. drains to the north and at least 50 per cent. of that, or the entire wheat region of the great central about one-fourth of the whole territory. Sanford Fleming, C. E., in speaking of the natural features of the Northwest says: "We are accustomed to regard the Great American Lakes, and the St. Lawrence, which they feed, as natural avenues of outlet to tide-water, and the important hydrographic basins of the continent. It is not a little astonishing, therefore, to find that the basin of the St. Lawrence occupies but a limited portion of the vast area under consideration. While about one-fifth of the whole area drains through several channels, into the Pacific, and 70 per cent. of the whole drains towards the north, the St. Lawrence basin occupies about one-tenth of the whole territory. The improvement of the St. Lawrence route offers no hope of material relief to the trans-Mississippi farmer and stock-raiser. What they need requires is not the improvement of existing avenues of outlet to tide-water, but the opening of a new one which will shorten the land haul—reducing the railway freight, which is the great hardship they have to contend with—and furnish a quick and direct line of communication between the outlet of production and the European markets. It is claimed that such an outlet may be made available at an expenditure of one-tenth of what it is proposed to lay out on improving the St. Lawrence waterway.

VICTORIA

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EXISTING RAILWAYS

tributary to it. It should be borne in mind that the vessels in the early navigators were small, poorly equipped and ill-fitted for the navigation of the northern waters, yet at least fifty of them made successful voyages to the Bay, through Hudson Straits, between the time of its discovery by Cabot and 1670. In 1685 the Hudson's Bay Company had five flourishing trading factories in Hudson Bay, which so roused the envy of the French of La Nouvelle France that they raided and captured all the posts on James' Bay, and from that on to 1782 the ownership of the Bay was a bone of contention between the English and French. Several fleets of war vessels sailed to the bay, and its waters were the scene of many gallant sea fights. Surely all this would indicate that the Straits and Bay were navigable 200 years ago. During 225 years ago Hudson's Bay company have sent their ships, as regularly as the seasons came, one or more every year, to York, where the goods of the Hudson's Bay Company for 80 years; "Straits never closed nor navigate at any time."

FISHERIES AND HARBORS.

Not only is the bay navigable, but its marine treasures are of enormous value. According to the report of the commissioner of fisheries of the United States for the year 1875-1876, United States whalers, hauling principally from the states of Massachusetts and Connecticut, have made not less than fifty round trips to Hudson Bay, and have taken three cargoes of fish and fish products valued at \$1,317,000 at least, or an average of \$27,000 per trip per vessel, during a period of eleven years preceding 1874.

HENRY LEFROY.

Henry LeFroy, president of the geographical section of the British Association, says: "Churchill harbor will undoubtedly be the shipping port for the agricultural products of the Northwest Territories, and the route by which immigrants will enter that country."

PROJECTED RAILWAYS

Professor Bell, chief of the geological survey of Canada, Mr. Smith, a deputy minister of marine, and many other reliable authorities describe Port Churchill as a magnificent harbor—as good a one, almost, as is to be found on the Atlantic Coast.

RUSSIA'S EXPERIENCE.

Russia, under less favorable conditions, has accomplished wonders by utilizing the northern ports. Take Archangel as an example. The White Sea, upon which the port is situated, is actually a bay of the Arctic Ocean; it lies partly within the Arctic circle, yet it is utilized to transport the products of the country south of it to Eastern Europe. And although the sea is only open from June to October, 284 ships, of which 62 were steamers and 222 sailing vessels, entered and cleared at Archangel in a single year, bearing away exports aggregating 35,000,000 lbs. of goods. The shipping portion of Siberia, of which Tobolsk is the capital, contains a population of 4,315,080, and the entire produce of the immense country which they inhabit is transported to the markets of the world by way of the Obi river and the Gulf of Kara. The Gulf of Kara is entirely within the Arctic circle, yet it is utilized to transport the products of the country south of it to Eastern Europe. And although the sea is only open from June to October, 284 ships, of which 62 were steamers and 222 sailing vessels, entered and cleared at Archangel in a single year, bearing away exports aggregating 35,000,000 lbs. of goods. The shipping portion of Siberia, of which Tobolsk is the capital, contains a population of 4,315,080, and the entire produce of the immense country which they inhabit is transported to the markets of the world by way of the Obi river and the Gulf of Kara.

IMPORTANT EVIDENCE.

Admiral Markham, of the British navy, says: "St. John's made a great revolution in ice navigation. A well-found steamer is able to make her way with ease through the ice in Hudson Straits in June and July, when a sailing vessel would be hopelessly beset, and incapable of pushing on. On the 5th July, 1880, the steamer 'Albatross' entered the Hudson Straits, where we were detained for some days, partly by thick weather and partly by loose streams of ice; but the close to prevent even a slow steamer from the alert making fairly good progress. From the 9th to the 11th July scarcely any ice was seen, and a dis-

PROJECTED RAILWAYS

distance from San Francisco to Liverpool by more than 1,000 miles.

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