

Rhodes at Buluwayo

He Makes a Remarkable Speech on Federation of South Africa.

But Says Some Hard Things About the Leaders in Cape Colony.

His Remarks Looked Upon as a Bid for the Premiership.

Cape town, June 17.—Oceel Rhodes, in his speech at Buluwayo, Saturday, June 15, when he predicted that a federation of the South African states would come in three or four years, made what is regarded in some quarters as a bid for the premiership of Cape colony.

After enlarging the action of Rhodesians and Natalians, he said the only state he pitied was the mother state, Cape Colony, whose political and religious leaders had incited rebellion.

When the federation would come of the other states would have anything to do with her, and he was afraid the people of his old state, who were running about like sheep without a shepherd, were coming out worse.

Calles is collecting his scattered troops. Of these 147 will surrender Wednesday, and the balance will give themselves up next Monday.

Ottawa, June 17.—(Special)—James Cumming, trade commissioner in South Africa, says hundreds of merchants are congregated in Durban waiting for the war to end. No goods can be shipped up country, as military law still prevails.

SIR THOMAS LIPTON. Quite Agreeable to an Ocean Yacht Race.

London, June 17.—Sir Thomas Lipton says to a representative of the Associated Press today: "I never contemplated an ocean race, except under yawl rig. I do not think it would be dangerous to me. Indeed it might be a good idea if the owner of each boat sailed on her. For my part, I am not at all afraid of the sea. If the idea is acceptable to the owners of the Constitution, Independence and Columbia, I will enter the two Shamrocks. I think the race should be divided into two legs, the first to the Azores, the second to Panama. I hope something may come out of the suggestion, for I believe it would be one of the best sporting events of recent years."

Work on the rigging of Shamrock II is progressing satisfactorily. Some improvements have been suggested, but the telescope mast has been discarded. The first trial spins will occur on the Clyde next week, and Sir Thomas Lipton expects to sail from this country about July 20. He will go to Glasgow and remain there until he sees the effect of the recent war on the Clyde. He will not return to his British subject, but had not his certificate with him, and refused to return to the boat. McAllister laid his hands upon him to guide him on board. O to still refused to go back to the ship. McAllister then arrested him, detaining him under police surveillance, and releasing him after 24 hours on his producing his naturalization papers.

Chief Justice McGill presiding, charged the jury that the fact that O to was a British subject, and that he had been naturalized, was not a defense. His Lordship stated that if O to was the man mentioned in the certificate of naturalization, as Mr. O to, the British Columbia Immigration law did not apply to him, and it was a question of whether he had been treated by McAllister, and if so to what extent, and how much damages should be awarded him. His Lordship, however, stated that the fact that O to had been naturalized, and that he was a British subject, was not a defense.

THE EMPRESS SAILS. Late in Leaving and Did Not Come to the Wharf.

R. M. S. Empress of Japan did not come in to the wharf on her return to the Orient. She did not leave Vancouver until late and arrived in the Roads after midnight. The steamer R. M. S. Empress of Japan, which left Vancouver on June 17, did not arrive in the Roads until after midnight.

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Strike of Trackmen

General Manager McNicoll Discusses Situation on C. P. R. Railway.

Claims That There Is No Difficulty in Filling the Men's Places.

Toronto Dispatch Says a Number of the Section Gangs Are Out.

Montreal, June 17.—In reply to an inquiry regarding the strike of trackmen this morning, Mr. McNicoll, second vice-president and general manager of the C. P. R., said this evening that while some of the trackmen had quit, a large majority had not, and he fully believed that within 24 hours the trouble would be over. Those who have gone out would be over, actuated by a desire to redeem their promises to the committee, rather than by any feeling of discontent with the treatment of the men. As a matter of fact, the C. P. R. paid higher wages to its trackmen than any other road, and the men were not leaving the work for any other reason.

The wages paid east of Lake Superior, for instance, were higher than those paid by the Grand Trunk or Inter-Colonial. The wages west were better than those paid by the Northern Pacific or Great Northern.

The new rules have been put in force for the purpose of removing any possible cause for complaint which might arise. Some of the questions discussed with the committee were of such a nature that it was impossible to determine whether they would have to be bestowed on the men as well as the company.

Under the circumstances the best of the men, those who have been with the company's service for years, were sure to feel that there was no justification for the strike. McNicoll said that the company's lines from end to end of the system were in splendid condition, and a number of new men were solicited to fill the places of those who had quit.

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Many Sealing Schooners Sail

Quite a Fleet Left Yesterday to Behring Sea—Others Depart to Part Day.

Danube Sails for Skagway—Express of Japan Starts for Orient.

(From Tuesday's Column.) The weather had a heavy appearance yesterday, for not only was the steamer Danube being loaded for the north, whether she sailed last night, but quite a fleet of sealing schooners departed for the West Coast to pick up their Indian hunters before proceeding to the Behring Sea.

A fleet of five sailed, and there were more in mass. They mostly left this morning. The sealing vessels are lining the upper harbor wharves and during this week the greater portion of the Behring Sea fleet will get under way. Those which sailed yesterday were the Victoria, Capt. H. Balcom; the Viva, Capt. Bohling; the Albatross, Capt. Heater; the Tessa, Capt. Ferry; Zillah May, Capt. Balcom; and Beatrice, Capt. Olsen. In the bay are the Sable Tarpel and Tessa, ready to sail this morning, and in the upper harbor, the Otto, Cape, Gosse, and other schooners have their pennants hoisted and are ready to sail.

But the sealers were not the only busy people on the wharves yesterday, for a large cargo was loaded into the steaming Danube. There were also shipments of lumber loaded at Sayward's mills in the upper harbor, and a large amount of goods were shipped to the Atlin camps was loaded at Turner-Beecher's wharf, giving the longshoremen a busy time. In the afternoon the Danube was shipped to Dawson, together with a large amount of groceries, feed, and general supplies. The Danube is a bus line, and she is carrying a large amount of feed and supplies sent up by the Hudson's Bay company for their stores at the head of the Stikine. The Danube is called into Wrangell to land this freight, which will be taken up by the Hudson's Bay company's steamer, the Stikine, which has gone to the Stikine from the Skeena. The passenger list by the Danube was small. But three passengers were taken, Mr. Geo. Brown, who goes north to take a position with the White Pass & Yukon company, and Mr. and Mrs. J. W. Moore.

Above the bridge the City of Nanaimo was preparing for her usual trip, on which she carries the mail, the Stikine, and Comox, via her usual ports of call, and on the lower side of the bridge the Princess Louise was lying with her masts, tresser, and boom, and her rigging for since she arrived from the north on Sunday she has been fumigated, one of the usual precautions taken to prevent the spread of the disease. The Princess Louise brings no news of the reported outbreak of smallpox in the Yukon, but it is reported that she telegraphed to the Colonist on Sunday morning from Vancouver. Her passengers, down to the head of the Stikine, who have a large number of miners at work on the properties of his company at the Keeselass canyon of the Skeena. S. A. Spence, the well known Alert Bay cutter, Miss Pickock, J. Clayton, W. A. Halliday and wife, J. Clayton, and Capt. Powys, her mate, who took the mail to the head of the Stikine, and Capt. Powys, who was offered the command of the river steamer Moa, \$1-500 being offered him to take the steamer to the head of the Stikine, but it being so late in the season, he refused the offer.

The D. G. S. Quadra is preparing for her trip to the head of the Stikine, and was expected to start on Monday. The Quadra is a mail steamer, and she is carrying a large number of passengers. The Quadra is a mail steamer, and she is carrying a large number of passengers. The Quadra is a mail steamer, and she is carrying a large number of passengers.

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Up-to-Date Styles WEILER BROS.

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

Latest Novelties From Paris, Berlin, London

Truckmen

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The Wonders Of Cassiar

A Vast Region of Immense Mineral Wealth Awaiting Development.

Necessity for a Railway Becoming More Obvious Day by Day.

Mr. C. W. D. Clifford, M.P.P. for Cassiar, who has just returned from his constituency, is more than ever convinced of the great future in store for that portion of British Columbia.

Wherever he went he found people at work utilizing the gifts which Nature has so lavishly bestowed upon that favored district.

Mineral wealth, lumbering and fishing are the chief industries, and great progress is being made in each.

Neither rather discouraging conditions for a crying need of the country is better transportation facilities.

Mine owners are, therefore, constructing wagon roads to such places, and the government is assisting in the work.

There are four steamers plying on the Skeena, but no material, lasting progress is being made until a railway is built from Kitimat to Hazelton.

At Princess Royal Island Mr. Clifford found five companies at work developing their properties.

These are copper-gold propositions and all are very promising. About 40 miners are at work constantly.

One of these properties—the Finlay claim—has been under development now for three years, and is looking fine.

Two or three other mines are bonded for substantial sums, and there is every prospect of the bonds being taken up.

Observatory Inlet, on the Naas river, is another scene of mining activity. A group of claims owned by Messrs. Flewitt, Ridge and Robertson, and Mr. Simpson, has been bonded for \$40,000.

N. K. Rogers, a well known Montana mining expert, formerly manager of Marcus Dill. The claims are so rich and promising that the bond was taken at a sacrifice showing with the greatest development.

Stronger proof than this of the wonderful richness of the mineral deposits, could hardly be imagined for a man of Mr. Rogers' experience seldom goes to a place unless he is pretty sure of what lies beneath the surface.

Nearby, at Moore's Creek, there is a well defined ledge of likely looking ore, upon which work is being done. There are several prospectors at work in this neighborhood, and there are thousands, for the mineral deposits are everywhere in unlimited quantity.

Mr. Clifford says that the activity in all lines at Port Essington. There are now eleven large canneries on the Skeena, all prepared for the sockeye season, which opens in August.

The spring run was rather disappointing, but all the fishermen are looking forward to a big run next month.

Hands say there is every indication of good fishing. There is lots of snow in the mountains, which means high water, and if July be hot, the water will be freshets will come down with a rush and stir up the mud, which makes the most favorable conditions for fishing.

If these anticipations are realized the Skeena canners will have another fat year—they have had three in succession. They expect to put up at least 150,000 cases. Of all the canneries plants on the Skeena, that of the Wallace Bros., at Claxton, near the mouth of the river, is the most extensive and complete.

This firm has gone to the right way to work, spending a fortune on machinery and tools, and utilizing every fish that comes to their nets. They have appliances for the ordinary canning, grading, salting, and shipping, and every pressing fish, which should afford them good profits, as their Eastern connections are such as to secure them a ready market for their output.

Port Essington being the depot for the Skeena river country, is rapidly growing into an important town. It is headquarters for the river steamers, the fishermen, prospectors and canners, and is a busy place. Mr. Clifford boarded the steamer Hazelton at Port Essington for his trip up the river. The Hazelton is a fine new boat, well appointed, and makes good time.

She left Aberdeen, the last canner on the Skeena, on her trip up the river on June 19, and arrived at Kitimat Canyon at 12:30 p.m., the following day, having taken 14 hours against the wind. She carried 35 passengers and a big cargo of general freight. The Strathcona, Hudson's Bay Company's steamer, left Aberdeen two hours ahead of the Hazelton, and reached her destination two hours ahead, keeping up her record there are now four steamers running on the Skeena, the Caledonia, Monte Christo, Hazelton and Strathcona, and here taken and managed by Mr. Clifford already this season, although as yet there are practically no settlers in the district, which shows the immense possibilities of Cassiar, if its resources were generally known, and it were given adequate transportation facilities.

The freight rate on the Skeena is a ton, which seems high, but to those who understand the difficulties of navigation it is not excessive. The Skeena is a narrow river, with broken water, and the boats have to be warped up the rapids at several points. With every care and precaution there is not a trip that they are not more or less injured and the expenditure on broken hawsers is quite a large item.

At Kitimat Canyon, 80 miles above Port Essington, there are about 100 miners, most of them hard rock men who have worked in the Kootenays. Sixty-five of them are employed by Mr. Singlehurst, representing George Gould, who is a New York millionaire, on a group of claims, five miles back from the river, which are being actively worked. Up to this spring \$90,000 has been spent on the property, and the managers are very much pleased with the results. In conversation with the foreman, Mr. Clifford learned that a very rich strike was made in the lowest level, a large body of ore being encountered which goes \$500 in silver to the ton. There are big showings of ore in all the workings, and the property promises to become one of the most important producers in the province. There are 100 tons of silver ore ready for shipment, but the freight rate, \$5 a ton, by steamer to Port Essington, is prohibitive, and the manager is satisfied with assays and small smelter tests. A wagon road is being constructed from the river to the mine, the project is being pushed with every assistance. The miners not employed at the mine are prospecting on their own account, and are doing very good work. The mountains are easy of access, very extensive and seems to be impregnated with mineral wealth. There are many small veins, and small workings, with encouraging results, and although a large number of claims have been staked there is a large area of unexplored ground. The Golden Crown, owned by Mr. Anderson, shows samples of quartz assaying \$28 to \$30 in free gold, and one specimen assayed \$25 to \$42. This property has been bonded for \$30,000; the Toulon, belonging to Mr. Kendall, is bonded to Mr. Brann, of Montreal, for \$20,000, and in both cases the holders are well pleased with their bargain. The Monte Christo, owned by L. X. Le Boeuf and other claims are being developed with the most gratifying results. Every man in the camp is delighted with the prospect and confidently looks forward to a

Islander From Skagway

Brings Small Number of Passengers—News of the Yukon District.

New Strike on Stewart—Wreck of the Florence S. Raised.

Steamer Islander, which arrived from Skagway yesterday, did not have a large passenger list, as was anticipated.

It was reported at Skagway when she left on Saturday last that the steamer Dawson, which was bringing a crowd up the river, had had an accident with her wheel and been delayed, and what few arrivals from the interior who had come out on the earlier steamers to arrive at White Horse, had taken passage down to the Dolphin and Cottage City, which sailed prior to the Islander. There were but sixteen down passengers on the Islander, three of whom were landed at Vancouver, and the remainder came here. Those for Vancouver were Mrs. Darling, wife of the manager of the White Pass & Yukon Railway Company's river steamer; Mrs. Boyle and E. A. S. Barrie. Those who landed here, nine of whom were for Victoria, and the others for Seattle, were: M. J. Maistad, A. R. Gordon, and W. H. French, who left for Seattle last night; Sound, A. J. Cowan, Mr. and Mrs. Harrison, John Whalen and wife, W. E. Loos, and J. C. Gillman, W. G. Mitchell and A. Andrew.

The Dawson News of June 5, received by the Islander, says: "It is believed that a strike of importance had been made on the Stewart river, 12 miles from its mouth. A number of men are understood to have left Dawson last evening on the Sifton, bound for the new discovery. No details were heard as to the nature of the strike."

The office of Mining Inspector Robinson at Grand Forks has been robbed of a large sum of money and there is considerable official circles over the loss, says the Dawson News. Two thousand dollars was taken. Details of the robbery are difficult to obtain, as the officials are keeping it as quiet as possible and refuse to divulge any information. It is reported that the thief or thieves had the money locked up in the safe, together with several additional sums received in payment of royalty, and that the money was hidden in a box. A number of men are understood to be working on the Stewart river, and it is believed that the robbery was committed by them.

Good reports have been received from Gold Run. No. 62 a shaft has been put to bedrock and the first bucket of gravel hoisted yielded \$3.30. No. 60 a good sized dump has been taken out, which will yield about 100 tons of gravel. No. 77 a shaft sunk to bedrock yields as high as \$6 to the pan, the other shafts yielding from 65 to 75 shovels of gravel, and the steady yield it carries.

When the Islander was landing at Victoria, copper and coal were being opened and the house of the small steamer was being engaged. According to the report brought from the Islander, there is no great rush of people to the outside as has been the case in the past few months. This may be accounted for by several reasons. The clean-up of the river has been completed, and which fact has kept the great majority of miners on their claims. It should also be noted that many claim owners who have been here during the winter have changed their plans of operation and are now developing their claims during the summer.

Dawson papers brought out by arrivals on the Islander, dated June 5, give news that the steamer Florence S. was wrecked July 21, 1900. Mrs. Stewart and daughter, who were on board, were rescued, but were lost on her at the time. The vessel has been lying in Thirty-Mile river ever since that day, but is now being raised by the bank. It is not thought possible to make the boat serviceable again for navigating purposes, as it is badly broken and the crew were killed.

The steamer Zealandian is now on the ways at the foot of Le Barge, says the Klondike Nugget, and the district will be taken out of the water by reason of her punching some dangerous holes in her hull. The Zealandian was wrecked at one time and was in a sinking condition. Nothing but the most astutious labor on the part of the crew kept her from being lost. The vessel was wrecked on the rocks. The mishap was caused by being caught in a heavy wind, which together with the force of the current, drove her hard on the rocks. It is not thought that her injury will keep her from continuing her run more than a couple of weeks.

The news of a big strike on Trail creek, a tributary of the left fork of the Chanderler river in the Koyukuk has just been made public by the Klondike Nugget. The strike was a year ago.

Charles Hinckley, first cook on the Islander, was drowned on June 19, falling from the upper deck of the boat into the river. He was intoxicated when the accident occurred.

NORTH SAANICH. Funeral of the Late John Inrie Largely Attended.

One of the largest funerals ever held in North Saanich was that of the late Wm. John Inrie, at the residence of his parents. The services were conducted at the house and at the Holy Trinity church by the Rev. J. Gravely, vicar.

The pall-bearers were: H. McMillan, T. Cumberbatch, S. Roberts, R. Mills, W. Roberts and J. C. Gillman.

The grave at the cemetery was properly decorated with floral pieces, which demonstrated the high esteem with which the deceased was held.

Being rather of a reserved and quiet disposition, many of his best qualities were not known to the general public, and he received secret journeys of generosity without solicitation, will always remain his true friend.

He was a man of great energy and was known to the very depth of the forest and valleys of the mountain where game was abundant, and he was a member of the sportsmen, who were represented from time to time by the Messrs. Short, Thompson and others.

It was evident at the funeral that the deceased was a man of high character and a devoted family man.

Yet who can sooth the drooping heart, At the death of an only son? Who can tell of the desolating thoughts, Who can tell of the weeping hours, That years of sickness to parents had brought.

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The funeral was largely attended, there being many there from Nanaimo, Wellington and Ladysmith, as well as from this city and the district. From the family residence the cortege proceeded to Christ Church Cathedral, where services were conducted by the Bishop of Columbia and the Rev. Canon Beaudin and W. D. Barber.

The service was a most impressive one, the sacred edifice being crowded to the roof with mourners. The Rev. Canon Beaudin and W. D. Barber, the pall-bearers were: Hon. J. H. Turner, Hon. D. E. P. Roberts, Hon. P. O'Reilly, Hon. E. P. Roberts, Hon. D. W. Higgins and Major A. W. Jones.

Among the many handsome floral pieces were those sent by: The staff, Albion Iron Works, a beautiful wreath of roses and carnations; storekeepers of the Iron Works, an exquisite wreath of white flowers; the department, Albion Iron Works, a pillar of white flowers with wreaths of roses; and the Rev. Canon Beaudin, a beautiful wreath of white flowers; moulder's and pattern makers, Albion Iron Works, a wreath of white flowers; employees of E. N. railway, a beautiful design of pink and white flowers; Mrs. J. Pemberton, Rev. Canon and Mrs. Beaudin's, a wreath of white flowers; and Miss Perrin, Mrs. and Mrs. Pooler, Mr. and Mrs. Monro, Mr. and Mrs. Bullen, Capt. and Mrs. Gaudin, Miss Messenger, Mr. and Mrs. Jefferys, Mr. and Mrs. W. F. Burton, Dr. and Mrs. Hastings, Mr. and Mrs. James Raymer, Mr. Justice and Mrs. Drake, Mr. and Mrs. S. Leiser, Mr. Rowland Stuart, Mr. and Mrs. O'Reilly, Hon. J. H. Turner, Hon. D. W. Higgins and Major A. W. Jones.

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A fine specimen of Lenora ore is now on exhibition in the office of Messrs. Pellow-Harvey, Bryant & Gilman, View Street, opposite the Drydock. The mass of ore weighs 400 pounds and appears to be a solid lump of mineral. It is being much admired by mining men who pronounce it as fine a sample as ever produced in British Columbia.

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The Colonist.

FRIDAY JUNE 21 1901.

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THE SEMI-WEEKLY COLONIST

One Year \$1.50 Six Months .75 Three Months .40

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising should be handed in to the business office not later than 6 p.m.

\$10 REWARD Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

BRITISH COLUMBIA.

In concluding this series of articles on the province, we wish once more to say that in them there has been no attempt at exhaustive treatment of the subject...

The lessons of these articles are many and important. It would be out of the question to cover them all in anything that can be here said...

The second lesson is that the development of such a province is a task of no ordinary gravity. To construct the trunk lines of railway necessary to open this province so that its great riches can be exploited will add at least 2,000 miles to the railway mileage...

The argument most effective against any proposed public improvement is that it will entail a charge upon the tax payers. It is not surprising that persons, who are paying taxes upon a piece of property not directly benefited by any such work as the James Bay project, may not feel like voting for it.

The best argument for the paying of Government street is Broad street. On this point the Colonist can give expert opinion. We know from daily use what Broad street was before it was paved, and what it is since. It is cleaner, less noisy and better in every conceivable way.

The Northwest Mainland is the territory lying between the Rocky Mountains and the 120th Meridian, and extends from the 54th to the 60th parallel of latitude.

eral as it has been in proportion to the present revenue of the province, falls very far short of what will have to be done, if our magnificent heritage is to be made available during the lifetime of the present generation.

But railway construction is not all that is called for. Roads, trails and bridges, suitable to the requirements only of those sections now absolutely demanding them, will call for the outlay of a very large sum of money, and when the railways have been built the demand under this head will be greatly augmented.

Will this sort of policy pay? We may say at the outset that we do not propose that the province of British Columbia shall embark upon a policy calling for the expenditure out of the public treasury of \$100,000,000. There would be no use in proposing such a thing, because it could not be carried out.

On Monday next the ratemakers of Victoria will have to decide upon matters of very great importance. There has rarely been an occasion when it was necessary for them to exercise greater consideration when dealing with a municipal question.

There is undoubtedly a feeling among some of the ratemakers in Victoria against maintaining a High school at the public expense. We hear it frequently expressed, if it were not for that feeling, there would be no opposition ever to the proposed by-law.

The argument most effective against any proposed public improvement is that it will entail a charge upon the tax payers. It is not surprising that persons, who are paying taxes upon a piece of property not directly benefited by any such work as the James Bay project, may not feel like voting for it.

The best argument for the paying of Government street is Broad street. On this point the Colonist can give expert opinion. We know from daily use what Broad street was before it was paved, and what it is since.

The Northwest Mainland is the territory lying between the Rocky Mountains and the 120th Meridian, and extends from the 54th to the 60th parallel of latitude. It is triangular in shape, the mountains forming one side, the meridian another and the 60th parallel the third. The east side, that is the northern, is about 400 miles long; the north side, which is the 60th parallel, is about 250 miles long.

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it is contemplated to put up at Point Ellice, one that will not cost anything for the next century except the price of an occasional ton of paint. It is objected by some that the first cost of the bridge will be greater than it would be otherwise, because provision must be made for the tramcars. This is true, but what that extra cost will be is a matter for expert opinion, and we understand that the tramcar company is ready to pay it.

There remains to be considered the James Bay causeway and the filling of the tide flats. One gentleman said to the Colonist a day or two ago, that he was willing to have the causeway built, but the flats would be filled up without his aid, and that he would be glad to see the James Bay bridge replaced at an early day, and by far the cheapest way to replace it is by means of a permanent causeway, and the filling of the flats, for the latter will create a valuable property.

It was to be expected that some objection would be developed to the proposed causeway and filling at James Bay. Yesterday the Colonist encountered two persons who declared that they would vote against the by-law. One of them gave as his reason that it was not proposed to spend enough money, and the other that the first mentioned thought that a causeway was not ornamental and would be objectionable.

Why any one should consider the proposed expenditure too great must remain a mystery. If a permanent way can be built across the Bay and the tide flats be filled for the contemplated sum, which is \$120,000, the remainder of the amount asked being to cover certain contingencies, which may or may not arise, we do not see how any one can say that the amount is too great.

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searcely any one, ever thinks of it as a part of British Columbia. A portion of it consists of the eastern foothills of the Rockies, a portion is prairie, and a large portion, towards the north, remains to be explored. Practically speaking, there is no direct way of reaching it from the rest of the province. To get to it one must go east to Calgary, and there take the Calgary & Edmonton railway to the last named town, whence a westerly journey across some 280 miles of prairie and foothills will land the traveler in the southern corner of the district.

The survey party, sent out two years ago by the Department of Railways to explore a route to the Yukon, passed through this district. The engineer in charge describes the land traversed by him as good grazing land for about half the distance. He explored the country adjacent to the surveyed line and reports a large area suitable for agriculture.

Perhaps nothing will give the reader a better idea of the vastness of the province of British Columbia than the statement that as yet the government of the province has taken no steps to exercise jurisdiction over the people who live in the Northern Mainland. It is true that there should be in this province an area about which such a statement can be made is calculated to set one thinking.

Several reasons combine to make this portion of the province suitable for agriculture. In the first place, the general altitude of the land is less than that further south. In the next place, the Chinook winds have an ameliorating effect upon the climate. In addition to these influences, there is the great botanical fact that the quality of grain, or in fact, of vegetation of all kinds, increases the more nearly the northern limit of successful production is approached.

The agreement reached between the City Council and the Tramway Company, whereby the latter agrees to carry twenty-five per cent. of the cost of the new bridge at Point Ellice, provided such percentage does not exceed \$20,000, is an excellent one. We congratulate the Mayor and Aldermen upon making so good a bargain, and we heartily compliment the Tramway Company upon the liberal spirit displayed.

We have been asked to invite suggestions as to the best way of decorating the city on the occasion of the visit of the Duke and Duchess of York. The general altitude of the country diminishes as we go towards the north, and it is probable that this may cause the grazing lands to extend a considerable distance north of the Peace river.

Seeing that these things are so, and seeing also that a new bridge must be built at a very early day, what is the use of caviling over details? Suppose the opponents of the by-law are successful and the judgment is defeated, what shall be done? Will the present bridge be allowed to remain where it is until it topples over into the Bay, carrying with it, perhaps, many a man and giving the city another such disaster as that at Point Ellice? We sell those people who are opposing the by-law, and thereby causing no one knows what much delay in this very matter, the very same assumption of an exceedingly grave responsibility.

Point Ellice bridge must be replaced by a permanent structure. On this point there is no room for doubt. The existing temporary affair is only there by sufferance of the federal public works department, and police has been given, understanding the statement that the bridge, which is being removed to make way for one that will carry heavier trains, has been in use for nearly thirty years, and will be good for a hundred more. This is the sort of bridge which

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KEPT HIS WORD. Desperate Prisoner Breaks Jail as He Promised. Oshagan, June 17.—(Special)—On Saturday Andrew Epperson, who had been found guilty of stabbing a man and who attempted to kill Judge Ball in court, was sentenced to five years in the penitentiary. On leaving the dock, he shouted to the judge that he would not serve out his time. This afternoon he broke jail, and with him escaped Frank Abrams, a burglar, and one Liddell, convicted of highway robbery.

STRIKE OVER. Paper Mills at Holyoke, Massachusetts, Start Up. Holyoke, Mass., June 17.—All the Holyoke paper mills which have been idle for two weeks because of the strike, started up this morning, the old crews all returning under the new schedule.

In the Supreme Court of British Columbia, in the matter of the estate of Wm. J. Ashley, deceased, and in the matter of the official administrator's act. Notice is hereby given that under an order dated the 29th day of June, 1901, made by the Hon. Mr. Justice Drake, the undersigned was appointed Administrator of all and singular the goods, chattels and credits of the above named deceased. Parties having claims against the said estate are requested to forward particulars of same to me on or before the 31st day of July, 1901, and to carry indebted to the said estate are requested to pay such indebtedness to me forthwith.

FIREWORKS. For celebrations, garden parties, camping out, etc. Promptly shipped, carefully packed, with full instructions for firing. Send for List. HITT BROS. Fireworks Manufacturers, Victoria, B.C.

DR. J. COLLIS BROWNE'S CHLOROXYNE. Viced Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chloroxyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to.—Times, July 13, 1894.

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RENEWED. 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.

HERCULEX BODY BATTERY. An appliance which is far superior to any electric belt that was ever made. This new Herculex is worn comfortably about the waist nights while you sleep. The organs drink in the electricity like a sponge does water. It is this continuous flow of the gentle, soothing, strengthening current that tells. Over 500 cured in 1900.

Public Schools. Sealed tenders, superscribed "Tender for School Desks," will be received by the undersigned up to the 1st July next, for supplying and delivering the following school desks ready for shipment to places to be hereafter designated, to the order of the Department at Vancouver or Victoria, B. C., on or before the 1st August next.

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PASSION PLAY—IMPRESSIVE RELIGIOUS SPECTACLE

By J. Gordon Smith.

B.C. Indians Present the Story of the Cross.

UPON THE Chilliwack valley of British Columbia, a short distance from where the Fraser rolls downward to the Gulf of Georgia, is the quiet Indian village of Skwa. This picturesque residence of the Stalo or Frisco Indians, where whitewashed frame buildings, brightened by their deep blue awnings, door-steps and window-frames, stand on either side of a green grassy meadow, was the scene of a religious celebration on Saturday, June 8, which, wonderful in its spectacular effect, has scarcely ever been rivalled. Not even in Oberammergau, the world-famed home of the Passion Play, could such a scene be beheld as here in the hamlet of the Stalos, on the reservation in the Chilliwack valley, when, under the direction of Rev. Father Chironse, and under the patronage of His Lordship Bishop Dometenwill, the Sechelt tribesmen presented their impressive Passion Play, portraying in most realistic manner the sacred story of Christ's last days on earth, while over 3,000 British Columbia Indians circled about the various tableaux in procession, chanting and praying.

When such the presentation of the Passion Play by the British Columbia Indians, it is not only a religious spectacle, but a masterpiece of scenic art. The children of nature, who are the actors, and in their earnest conviction and piety, which is the result of religious faith alone inspired. Two or three decades ago, when the missionaries first came to the coast, they visited Oberammergau, where the privilege of the sightseer to have their theatricals changed all the time and the influx of tourists in the Havanian Alps are professional rather than devotees. What was done formerly in the observance of a vow, is now performed at Oberammergau for money, and the enchantment now performed at the forest children are now at the stage where the European peasant was once hundred years ago, and their work, done for the love of the Master, comes from their hearts.

It was a great gathering that took part in this wonderful religious celebration at Skwa. Over three thousand Indians, people of many customs and many tongues—nearly thirty tribes were represented—had gathered by steamer, by train and by flotillas of war canoes. There were Skwawans from the mountains, with their Kootenai and papoose; Thompsons from the canyons of that far-away tributary of the Fraser; Sechelts from the shining beaches where the tides of the Pacific ebb and flow; Lillooets, Tlaimens, Fort Douglas and many other peoples from the upper country; Squamish, from Burrard Inlet; Lumna, from the islands of the Gulf of Georgia; Cowichans, from the valleys of Vancouver Island, and representatives from many corners of British Columbia. All had gathered from far and near when the call of the Bishop had been sent to the priests of their missions; and each one, from the "tenness" Indian of tender years to the old man of ninety years, who had tales to tell of the days before the white man came, and the wrinkled old man had a personal interest in the successful outcome of the presentation of the sacred story of Christ's last days on earth. Differing as they did in customs,

and in speech and habit, this motley gathering was most interesting, and more so because of the fact that, although at variance on all other matters, Indians were all alike in their impressive devoutness. The tourist contingent assembled at the village to witness this religious celebration, which culminated in the Passion Play, was not a large one. Not over thirty sight-seers had made their way by the C. P. R. to Harrison, whence passage was taken down the Fraser and Fraser to the flooded along, where the little stern-wheeler Minto connected with the stage, which carried the travellers to Chilliwack, close by the hamlet of Skwa. The writer was one of a party of camera-laden travellers who landed from the half-sow, half-steamer under the trees, where, when the river is in its normal condition, they had their cattle pasture. His Lordship Bishop Dometenwill was another visitor, and because of his coming this little landing was the scene of the first part of the Indian celebration.

Several thousand Indians were lined up along the road, standing in their decorated Chatham wagons, hackcoaches and other vehicles, grouped here and there with their unique church flags with the large cross in red, on white ground, covered by various colored borders, and with their hands playing sacred tunes. They had come from their village, five miles away, in procession, along the muddy country roads, with their flags waving and hands playing, to welcome their much-beloved bishop. With all tenderness Chief George assisted him over the little plank which formed the landing stage, and when he was safely ensconced on a bear robe in a well-decorated wagon, the procession started for Skwa, five miles away, beyond the cluster of cotton-woods. Arrived at the hamlet, addresses of welcome were read, and the bishop and the priests, with the various tribes assembled standing on a raised platform in the centre of the village square, replied, calling upon the red men to renew their pledges of temperance and religion, and then, as the snow was slowly sinking beyond the town-lined peaks in the background, the opening ceremonies were complete.

It is a picturesque village, this home of the three or four hundred Stalos of the beautiful Chilliwack valley, where the government had made a reservation, after its custom, for the Indians. The dwellings are ranged along the sides of a great square, bright in their coats of whitewash, and, with its high-reaching steeples standing high above its flat sloping single roof, their shining white-painted church stands like a monument to their religion, at the head of the great square.

One side is the dyke built by the farmers to hold back the rising Fraser, on the other the heavily clustered cotton wood, while in the background are the great peaks of the coast range standing on either side of this valley, through which the Fraser rushes to the sea. Now the village has a more than ordinary picturesque effect for added to its usual appearance is the effective grouping of the many encampments of the visiting tribes. Like little lakes of canvas in the sea of green, the tents of the visiting tribes are grouped in uneven avenues, their ridge poles pointing to every angle of the compass, and rising high above each encampment beyond the houses which line the square are large pavilions in which the golden candelabra and altars are set up for the worship of the tribesmen. Here in the canvas churches the Indians could be seen reverently kneeling on the pine boughs spread over the grass, telling their rosaries and murmuring prayers, some bowed low in reverence, while others knelt with heads erect looking solemnly up at the altar at the tent head; Kootenai whose papooses were strapped in the strangely made baskets on their backs, young maidens, all were engaged in prayer, and their devoutness was impressive. Near by the bandsmen could be heard practising behind the tents, and wafted slowly by the winds which filled out the multi-colored flags, the white clouds were sailing across the blue sky to break upon the pine-covered mountains beyond, making a scene, the uniqueness and picturesque-ness of which would be hard to rival.

This was the scene on that bright day of June 8, when the opening ceremonies of the great religious celebration were

being held. This day had been given over to the respect of the memory of the late Bishop Durieu. The bell in the church tower was slowly tolling, and in the tents and church, thousands of Indians were kneeling praying for their dead Bishop. In the afternoon they assembled in the big square and with the women and children leading, and the men following, with the eight bands interspersed among them, they marched slowly with beads, hand and bowed in solemn procession to the little cemetery at the cross roads beyond the dyke. There the Bishop celebrated requiem masses, the Indians sang chants and prayers in many tongues, the hands played slow and sacred music, and then chanting the Latin hymns and telling their beads as they walked, the procession slowly returned to the square and dispersed. The ceremonies were not complete yet, for although the collective worship was over, the Indians proceeded individually

to the tents in which the altars stood and to the church where they again knelt in prayer. At night a great gathering was held in a big pavilion on one side of the square—a meeting for the renewal of the pledges of temperance—and here, carrying their banners thirty-three chiefs, were massed on the platform to pledge the temperance of their tribesmen to the fathers. Service was then held by Father Robe of the Port Douglas Indians until at length the boom of the four cannon of the Stalos reverberated through the mountains, and then the gathering dispersed and some three thousand natives hurried to their homes and encampments.

The feast of Corpus Christi was celebrated next day, in the church, an edifice built by the unaided Indians. The bucks and Kootenai had filed in and knelt, the men on one side and the women on the other, until the building was full. All squatted and knelt for the

church is without seats, and there Rev. Bishop Dometenwill, assisted by Rev. Fathers Chironse, Wagner, Rohr, Petyan, LaBuse, Marochal, Tavernier and Donkly, as deacons and sub-deacons, celebrated high mass, the Indians singing the chants in Latin, an attainment taught them by the missionaries. The mixing of the voices and accents of these men and women of many tribes had a strangely beautiful effect, and the whole scene was one long to be remembered. The Bishop was kneeling before the brightly lit altar, and on either side of him were the attendant priests, all with their white surplices over their robes of office, and at either side of the kneeling Bishop were two strangely attired old Indians. These were the tribal guards, Chief John of the Enwawas, a tribe at Union Bay, stood on the right, his back bowed and his bronzed face wrinkled by his eighty years. Immovable as a carven

Picturesque Scene at the Village of Skwa.

image, the old chief stood there in his old red tunic, with heavy epaulets, red-striped artillery trousers, and black artillery helmet, presumably the gift of an officer of the early days of the province. A sailor's heavy cutlass was swung from his waist in pirate fashion, and ever with his hand gripped tightly on the hilt, the old chief stood in reverent silence. Opposite, on the left side of the kneeling Bishop, as still and as solemn as the older chief, stood Chief Michael, a younger and more athletic Indian. His uniform was that of an old-time beadle, of the days before the O. P. R. The cocked hat was worn sideways, a la Napoleon, and the heavy braided tunic, with its divided tails, was surmounted by a wide red sash draped from his shoulders. His unbuttoned knickerbockers flapped over red woollen socks, and his untied boots added to the incongruous effect. But his solemnity had the effect of counterbalancing the incongruity. For two hours the two strangely garbed natives stood on either side of the Bishop, without moving in the slightest, and then, as the ceremony ended and the worshippers trooped from the church, the younger man, spear in hand, stopped before the Bishop, and the older chief fell in behind, and thus, proud of their opportunity, they escorted the Bishop to his residence. This is a time-honored custom, and the kind-hearted priests cannot bring themselves to abolish it, far were such a step taken it would bring the greatest grief to the deposed guards.

The evening was given over to the children of the mission, who, under the guidance of Father Collins, delighted the elder people by their programme of dialogues, songs, recitations and fancy drills, and then was to come the culminating event of the celebration, the Passion Play, which was arranged for the following afternoon. That night, however, rain fell heavily, and the sodden square was too wet and muddy for the performance. The Passion Play was therefore postponed until the following day, and Friday was spent in hearing confessions in the church and the larger tents, by all excepting the actors of the Sechelts, who spent their time in rehearsals for the portrayal of the Passion, and the Stalos, who were further beautifying their village by the erection of a great altar and fancy arch, resembling the facade of a church.

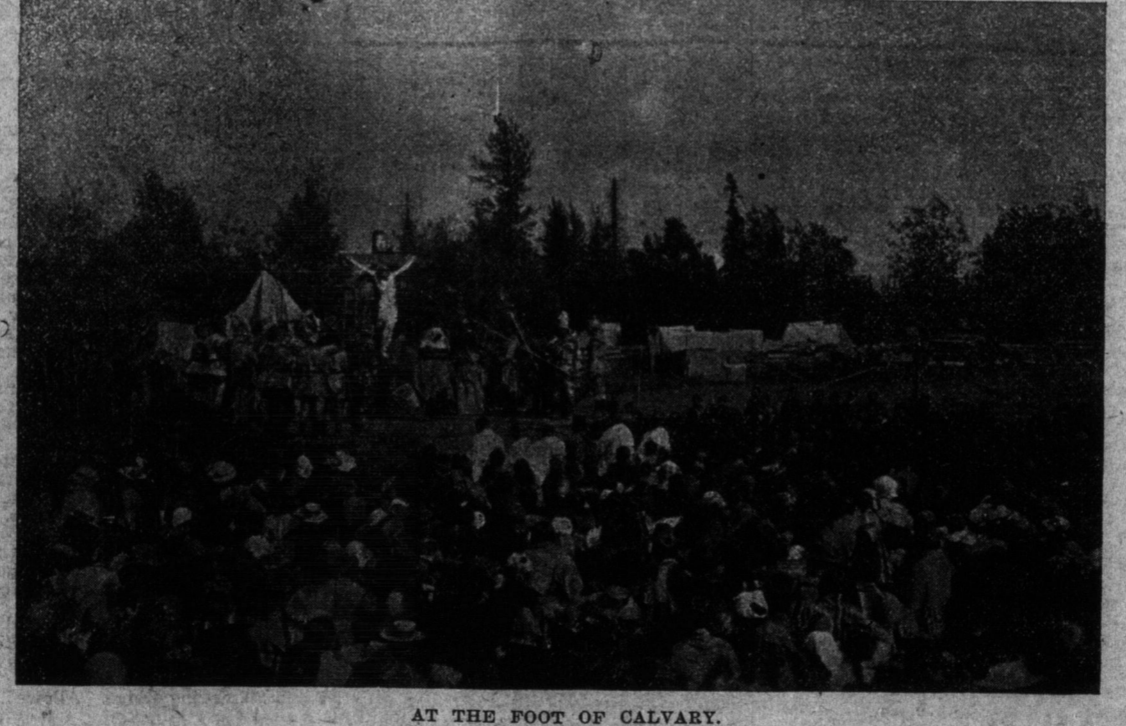
On Saturday the sun shone through a blue sky, but clouds traveling towards the peaks at whose heads stood Mount Chean, and the Indians looked wistfully at the sun, speculating on the weather. However, there was no occasion for their anxiety, for when the stands had been erected at the square end, and the figure of Christ hoisted upon the Cross of Calvary, amid the pine-bung background of the embryo hill, ready for the last great picture of the Sacred Story, the sun broke out in all its brilliancy through the clouded sky. It was at 8 o'clock on the afternoon of Saturday, June 8, that the great gathering of 3,000 Indians took their places for the procession. There they stood, these wrinkled old men and old women, tottering downward to the grave, stalwart young men, round-limbed maidens, whose raven hair shone in the sunlight, women with their papooses wrapped in their shawls and tied in their baskets of straw, of varying tongues and differing customs, dissimilar in everything but their reverent piety, all waiting for the signal to begin their solemn march past the tableaux portraying the sad story of the Passion. As the thousands gathered before the church, the Sechelts were arraying themselves



"AND FOR HIS GARMENTS THEY CAST LOTS."



"AND THEY CRUCIFIED HIM."



AT THE FOOT OF CALVARY.



"FATHER, FORGIVE THEM."

for the tableaux in the pavilion, and at length they swung out in little groups and hurried to their places. Quickly they grouped themselves, and in short order they stood immobile beneath the rays of the sun, which intensified the bright color of their costumes, portraying in realistic pictures the sad story of Christ's agony.

Standing on the steps of the church, Father Chironse was watching the grouping of the pictures, while photographers were placing their tripods near by, and when he saw that all was in readiness he raised his hand, and then began a chant in many tongues. The Indians, slowly forming, were singing "O Cross, Our Only Hope," familiar to those who have heard Gounod's "Redemption," but it is doubtful if they would recognize the chant in the strange melody of the thousands of forest people who sang as they moved forward from the church at Skwa. First came the children of the Missions, filing across from the church in two lines, around the corner of the village and through the tented encampment to the fields beyond. Following them were the maidens, then the older Kootenai and their families, and then the men, young and old. Tribe after tribe had taken up the refrain of the chant, and now the long lines, reaching out for nearly a mile, had surrounded the village, and the Chief with the large cross, who was leading, was nearing the first scene of the Passion. The effect of the chanting, recitive prayer, the tolling of the bell and other sounds and scenes of this great procession to Calvary, was startling in its impressiveness, for the long lines of devotees presented a picture to inspire the onlooker. One moment their chanting could be heard close at hand, and then, as they were rising and falling, footfalls which rolled away to where Chean peak lifted its snow-clad head back echoes of the chant, and the very air seemed filled with murmurings of the melody.

It was nearly 4 p. m. when the head of the procession, led by the priests, neared the scene of Christ's agony in the Garden of Gethsemane. Here, amid the pine branches representing the garden in far-away Jerusalem, old Chief George was kneeling as the Christ, passive as a wax figure, and as the procession filed along on either side, singing and praying, his brown face shone with religious fervor. Behind him the young men, clad in the loose flowing robes of biblical time, soft in texture and bright in color, were lying as though asleep. As the Fathers, each one marching between the lines abreast of his people, advanced with their part of the procession to the realistic picture, they repeated the story of how Jesus had called in his agony in that awful night in Gethsemane to have the cup taken from him, while behind him, his disciples slept. Slowly they told the old tale in Chinook, the volapuk of the Indian of the West, originated by the Indians Bay Company, and thus the Sacred Story of the Passion Play was firmly impressed upon the simple minds of the tribesmen in its every detail.

On from tableau to tableau the procession marched, chanting hymns, reciting prayers, and telling beads. Coming to the portrayal of the treason of Judas the worshippers reverently looked upon the grouped Sechelt actors, standing brightly clad in costumes of the highest order, representative of the garb of the days of that first century. There the Indian actor representing Jesus was seen, with the traitor disciple standing beside him, about to impress that traitorous kiss upon the cheek of the Saviour, while beyond the figure of Jesus, spear in hand is one of the men gathered by the traitor to seize his master. Explaining slowly how the traitor sold his Master for thirty pieces of silver, and pointing the lessons drawn from the scene to their flocks, the priests led the Indians on to the next tableau—Christ before Pilate. The watching spectator could not fail to evince the deepest interest in the wonderful spectacle. Father Le Jeune—of the Shuswap Mission—

was ro Jesus t had ha were gazed them, wide B nos, a standi stood chro Pilate, to the his red ing ste dais wi his bea him. Phariac charac thousan garmen wrinkle appeara pith, br although ane of croe the S Chironse traveler There chaing way alo voice of chie of Pilat his boy English processio to be pic of ever the mind, p suffering of our s you sin again. fered." Impressi the Pas sure of the was seen the Chris ments, be imbedded filed with hind a knotted s the cruel leant. "See ink, "see sins." "Look, ed at the portri A wonde the accur the awfu underwe awful pic crowd of his head caused hi bowing h women silent for gazing at the solidi the embli tricked o the Roma the Chris ratively p A well b acting th his red a blue shay soiled wi he suffero sapping t pressed i holding a dier was The table and with and the r now soft cry of a thrilling. From t Thorns th before P where th that tho tableaux was show four to t rengaunc "Etono" said, but him" the Indian re tween the either sid ord for his robes upon his the contr circlet up pointing wards th vivid was almost pi coming f only cried in its app er "O Cross story of his boys. said," thim Jews, cry because of member t in your h pealing w pressive p ly be gru doubtless On the across the pressive t in which for over carved in India, r ing, clad the gree cross, hav Standing to raise t a rope w was an g cross, we their speen "O Cros the India chanting i not recitit Singing s slowly on Jesus is s suffering a the cross, standi bowed in bowed in soldiers sufferers. ed on to v ica was a wipe the b on to whee seer statu ing on hi daughters solidary grieved by women w garments, cross the to weep a because of when the

