

THE PATTERSON CASE.

The decision of the full court in the appeal on the Patterson case is a very important one. Unfortunately, or perhaps, fortunately, the decision is not unanimous. Chief Justice Davis and Mr. Justice McCright are in favor of dismissing the appeal by the city, while Mr. Justice Drake supports the appeal. Unfortunately, because had the decision been unanimous it might have been wise to accept the decision, and so end litigation. Fortunately, because a matter involving so much better decided one and for all by the privy council. Almost at the outset of the litigation resulting from the Point Ellice bridge accident the chief justice advised arbitration; on general principles arbitration is the wisest course in such matters. But when the suggestion was offered it was felt by many that it was impossible for Victoria to adopt it. How could the city authorities go to arbitration upon a matter in which their legal advisers assured them, they had no liability? How could the city council of that year assume the financial responsibility for a calamity in which the tramway company were the chief actors and the provincial government the originators? How could the city council consent to arbitration when questions of fact were in dispute, questions of law unsettled and the sympathy of the public generally (which counts for something even upon a court of arbitration), was in favor of the sufferers?

At the time the accident occurred the wildest rumors were in circulation. But those rumors have given place to facts; arguments have been offered upon both sides by the most capable counsel in the province; impartial judges of the supreme court have carefully weighed every portion of the evidence, and the result has been thus far a divergence of opinion; the major division of opinion being against the city.

The judgment rendered appears, in the main, to rest upon the evidence given by Cox, the city carpenter. The evidence bears that he was instructed by Mr. Wilmut, city engineer, to make tests of the bridge in 1892, to ascertain its soundness and trustworthiness. It is not denied that as a result of those tests the engineer caused such repairs to be made as were then deemed necessary. But to make these tests Cox bored an auger hole in a beam, which, it is alleged, was the beam that afterwards gave way and caused the calamity. The auger hole, according to Cox's evidence, was very large. The hole was not afterwards thoroughly plugged. Although the making of the tests was ordered by Mr. Wilmut, the execution or mechanical part was carried out by Cox. From this it would seem, that if there is any carelessness or negligence proved at all, a great responsibility must be laid upon Cox. So far as we can judge by the decision of the supreme court, Chief Justice Davis and Mr. Justice McCright were strongly influenced by Cox's evidence in finding their verdict. Whether the view of the case, even regarding the contributory negligence of Cox, is sufficient to settle the liability upon the city, is a matter open to doubt. That doubt was evidently felt by Mr. Justice Drake, who in his decision has declared on behalf of the city. Under the circumstances, therefore, there seems no course open for the city but to appeal to the privy council. If the decision of the majority of the supreme court be upheld, it involves a liability so tremendous as to demand the introduction of a system of municipal insurance or the creation of a sinking fund to meet such contingencies. It is impossible for a corporate body with the ordinary staff at the disposal of municipal institutions in a sparsely settled city or district to employ a sufficient number of engineers, inspectors or foremen to insure the maintenance of all bridges, roads, streets, sidewalks, drains, sewers, electric poles and wires, machinery and buildings, in such perfect repair that accidents are absolutely provided against. We fall to understand why the provincial government and the tramway company were not made co-defendants. The provincial government built the bridge that afterwards collapsed, and they granted the charter that allowed the tramway company to use the bridge. They placed no restriction of any kind upon the company relative to weight of cars, number of passengers, strength of bridges or the general safeguarding of the public. When the city enlarged its boundaries they simply assumed the position of the provincial government, and any moral liability lies at the door of those who gave away a valuable charter in so loose a manner. They were not made co-defendants presumably because, "The king can do no wrong." The attorney-general, however, would not have refused to let the matter be tried, for Mr. Eberts is not so obtuse as to compel the city to bear all the burden if it could be shown that the provincial government was also liable.

The tramway company's position is a little peculiar. If we understand aright the present company is legally distinct from the company that owned the cars, the machinery and the franchise in May, 1896. How the arrangement was made, or why it was made, no matters necessary to discuss. But that a company whose ponderous car, crowded to an unreasonable degree with passengers, should be allowed to carry to their death upwards of fifty persons, without the slightest attempt being made to prove that company's liability, seems very strange. No citizen could withhold approval if it were decreed that a reasonable sum be paid to the sufferers by the disaster, but the city must be careful to see that justice both to itself and to the sufferers is done in this affair. A unanimous decision, one way or the other, would be infinitely more satisfactory than the present painfully unsettled state of things.

AN INVIDIOUS DISTINCTION.

According to the Toronto World "there is no doubt that Vancouver will do the biggest Yukon trade of all the Pacific coast cities next year." It would be extremely interesting to learn from what sources that very positive prediction emanated. Victorians will not grudge Vancouver the share that is coming to her of the Klondike business, but they must certainly demur when statements like the foregoing are published. It cannot be too widely known in the Eastern provinces that the most economical outfitting point on the coast for all miners and prospectors going into the Yukon country, and the place where their wants are thoroughly understood, and where the supplies they want are put up and sold to them by men who are old and experienced miners themselves, is Victoria. Victoria outfitters are in a position to sell supplies as cheaply as any outfitters on the coast, and what is perhaps of more real importance, every article in the outfit is thoroughly trustworthy. The outfit will be well packed, and will be so put up that the bearers will have the least amount of trouble in carrying them. Another point the intending travellers to the Yukon should remember—the Victoria outfitters, owing to their long experience in supplying outfitters, are in a position to offer the most valuable advice to those who are going to dig for the first time. It is very probable that a large proportion of the "rushers" will be persons having no experience in gold mining, and such counsel as the outfitters of Victoria are capable to give will prove of the utmost service. Many of the newcomers will be utterly ignorant of the requirements for roughing it in a country like the Yukon, and will be only too glad to find respectable and intelligent men like our Victoria outfitters to advise them on the selection of an outfit suitable to the means of each prospector. We have no doubt that if steps were taken at once to make the few points we have drawn attention to made clearly known throughout the Eastern provinces, Victoria would be materially aided in her efforts to bring a large share of the trade to her doors. We think it rather regrettable that the Toronto World should single out any one of the British Columbia cities as the place, par excellence, for prospectors to go to. In a matter of this kind it should be a fair field and no favor. Granted that, Victoria has little to fear from the competition of her neighbors. Canadian papers, above all, should refrain from making distinctions that cannot fail to be invidious.

THE STICKEN-TESLIN ROUTE.

Some days ago we drew attention to the urgent necessity that exists for immediate action on the part of the provincial government in the matter of the Sticken-Teslin trail. We quoted the remarks of a gentleman who knows the country well and who had ample opportunity for observing the peculiarities of the situation in that region. His verdict was that unless the government put the present trail in good condition it would be trampled out of sight in two weeks by the vanguard of the Klondike rush, and the route would degenerate into another Skagway or Dyea. Mr. John Hyland, a well known resident of the Sticken valley, is now in Victoria on a visit, and his testimony is even more emphatic than that of the gentleman whom we have mentioned. Mr. Hyland declares that unless the provincial government awakes at once to the vital importance of putting the Sticken-Teslin route in order for the spring rush it will be rendered unfit for passage within a week of the commencement of travel, and the all-Canadian route, the shortest and the easiest to Klondike, will be lost. No only so; thousands who would come from the American coast cities to travel in by that route will go to Skagway and Dyea, and the loss of revenue to the Canadian government and the province will be immense. Mr. Hyland's suggestion that strong gangs of men be put on at once to cut timber for corduroying, and to pile those timbers up close to the spots requiring corduroying, so that when the spring opens a large force of roadmakers could at once set to work and strengthen up the weak spots before the first of the rush comes, is admirably practical. Ahead of the axmen could travel a survivor and party, who would mark out the spots where special work like corduroying would be required, and who could select the best line of route through the valley and along the mountain side. This work could be perfectly well undertaken now and through the winter months, so that not a day would be lost when the spring arrives. What the provincial government is going to do to anticipate the great rush all agree is coming upon the province next spring, we do not know; what they are doing is only too painfully patent. They are temporizing in a matter that requires prompt, decisive, intelligent action; they are missing a golden chance to retrieve themselves in the eyes of the people and regain some of their lost prestige. For their own sakes they should endeavor to realize that an epoch has dawned upon this province which calls for something different from irresolute balancing of chances and timorous or tentative expenditure of funds. The provincial government is directly responsible now for the Sticken-Teslin route. Save it they can if they will only act.

THE SONGHEES RESERVE.

The Colonist, on information evidently supplied by Mr. Turner, undertakes to define the position taken by the province in the negotiations recently carried on for the removal of the Indians on the Songhees reserve. It is a pity, we think, that an ex parte statement of the case should be given to the public when a full explanation is expected, and ultimately must be published. Our contemporary has the advantage of being in the confidence of the Turner administration and no doubt is in possession of all the facts in connection with the negotiations, which have, unfortunately for Victoria, resulted unsatisfactorily to all parties concerned.

The citizens of Victoria want the Indians placed on a suitable reserve some distance from the city in order that the present eyesore of the rancheiro almost in the centre of the city may be removed. They desire that the Indians shall be well provided for out of the proceeds of the present reserve, and they care very little about "reversionary interests" or the legal quibbling which may be set up to defeat the end in view. The land occupied by the Songhees divides the city in two, while one half of the water frontage of our inner harbor is most effectually tied up and cannot be utilized for the purposes of commerce. It is simply a scandal that this condition should longer prevail, and the party responsible for the perpetuation of the evil will be called upon by the people of Victoria for an explanation. Since the Colonist has thought it proper to make a partial statement of the case, we would suggest that all the facts be given to the public. In any event they must come out when the legislature meets.

WHAT WASTED \$5,000 GROWS TO \$20,000.

To the Editor—Fresh arrivals from the Sticken country bring in additional news from Cassiar and other points. The Teslin trail furnishes a text which gives Mr. John Hyland and his amanuensis an opportunity of speaking on that subject with an apparent air of authority. He starts out by stating that the sum appropriated by the government last session (\$2,000), was not sufficient to make more than a good beginning on the trail which, under the contract of the disbursements of the appropriation represented that \$2,000 would be ample to open a good and direct trail from Sticken river to Teslin lake—that he knew all about the country, would charge nothing for his own services, that he had practical means to direct the work, and anxious to get supplies out there. It is stated that about half a ton of bacon was taken out along with, or soon after the trail was opened, but that a woman of that name as well as a share of the tools used on the way out went along. The return party, it is also said, did no work on the trail while returning to the Sticken. An application to the government was soon after made for more funds, which were granted. Mr. Hyland reports that the sum would suffice because there are a couple of bridges required along the route and material for corduroying. What value has been received by the public for the \$5,000 already appropriated? Report says "Mighty little." Mr. Hyland reports that "What is needed in connection with both bridges and trail is immediate action, with a practical man to direct the work, for without such a one neither good result for the expenditure nor a lasting road could be had. The lack of such an arrangement has been the difficulty in connection with the Sticken-Teslin trail. Early last spring a good, loyal, practical man was appointed to take charge of the work, and it is said was notified by a gentleman in authority that such was the case; but by some fluke or horse-pollus the alien got the management and the practical, reliable man was cut out. The managing builder substituted one of his own employes, a fish pond keeper, to regulate this important public work. The result is the good trail—a whole summer wasted, to the incalculable detriment of the province, and especially to the thousands who would have chosen the Teslin route had the trail been advanced as it should have been. Mr. Hyland must be laboring under a mistake when he states that Mr. Foster had charge of the work. Mr. Foster is a good, practical trail man, and has been for years in charge of the trail to Dense lake.

TAXPAYERS.

November 5th, 1897.
"One touch of nature, you know, old man." Of course, of course; but you've not the nature, and consequently I refuse to be touched by you. Thus the promptness with which he saw the point saved him.—Chicago Post.

They All Come Back
"There are fads in medicine as well as in other things," said a busy druggist, "but the most remarkable thing about Hood's Sarsaparilla is that customers who try other remedies all come back to Hood's, and this is why the enormous sales of this great medicine keep up while others' come and in a short time go out of sight entirely."
"Why is it?" "O, simply because Hood's Sarsaparilla has more real curative merit than any medicine I ever sold."
This is of daily occurrence in almost every drug store. Hood's Sarsaparilla has cured many sicknesses, and made more happiness through restoration to health than any other medicine.
Society—I saw Mrs. Rampos buying weeds down the street.
"Knobby—But her husband is not dead, and she's no widow."
"Society—She may be soon, for she was buying these weeds in a tobacco-cann store.—Pittsburg News.

THE LETTER.

The letter my lady wrote to me—
I would you could see the lines!
There's a flavor of orange blossoms
And a tangle of jasmine vines
O the letter my lady wrote to me—
I sit in my rooms and weep
The salts on the ship, and her red, sweet lips.
In the letter she wrote to me!
O the letter my lady wrote to me—
Here is the word she said
And here is the word that was never heard
On the line her lips have kissed!
And the letter my lady wrote to me
Close to my heart shall I hold
Till the judgment day—when I drift away—
Life of my life, from the
—Victoria Constitution.

A SOCIAL FAILURE.

She was poor, she was ugly, and it was her first party.
In these words was written the history of her little tragedy and of the countless little tragedies that go to make up the great unrecurrent of so many of our lives. She was a girl of the same heartless brilliancy. We beg for "woman's rights," yet it seems to me that they, like charity, should begin at home or in the home of a chapman. The first falling of the second is very apt to, while the third proclaims an ignominious retreat.
A cousin under obligation to her mother had fallen, which, though the distance was not great, necessitated a carriage, a fact not adding to the cousin's good humor. No flowers need be sent, however, so there was some consolation in that. When he had fitted through the long awning like hurrying phantoms of the night, a great wave of light from the open door had engulfed them. They found themselves borne resolutely and unhesitatingly up the broad stairway and dropped finally into their respective dressing-rooms.
"Abella, for that was her name, quickly freed herself of the old made-over cloak in order to display the dainty, lace-trimmed muslin which showed a mother's deft touches. Then she went to the mirror, where all the others went, but the contrast between her own homely face and the happy, pretty ones that peeped over her shoulders to get a last glimpse of recognition was too great. So she turned away with a little sigh, joined her cousin, who waited outside, and went solemnly down the wide stairs. As they made the first turn a vision so wonderful spread itself below that she impulsively grasped her companion's arm, exclaiming, "O, how beautiful!" while he, to cover his embarrassment, said laughingly: "But you must appear very used to it all. You must not let every one know that it is your first party."
So she accordingly became very quiet, but she could not help thinking that the long expanse of polished floor appeared to be saying, "Come, dancing feet, I'm waiting, and I long to be caressed by the soft touch of downy skirts." That the massive chandeliers stretched out their arms in silent benediction over the fair scene, which the mirrors never wearied of reflecting, "Then the music so profoundly attracted her, that she forgot to be shy. Her eyes sparkled, but they were not pretty eyes. So nobody noticed them. At this moment a tall blonde in pink silks swept by, but turned in a swift surprise to her cousin, holding out her hand, and making that time-worn remark: "Why, I did not recognize you at first. How charming I am to see you!" The cousin seemed equally charmed, and they entered into a most animated conversation, until finally, recollecting the situation, the necessary introductions were made, and the cousin, with the tall woman in pink gauze strolled unobtrusively away, leaving the poor, ugly little girl standing before a great hulking fellow, with glasses which so exaggerated his eyes that they seemed starting from his head in wonder.
They stood for some moments staring at each other. He then asked her to dance, as a duty to be got through with as quickly as possible, but he was so nervous that he was rapidly writhing through the rooms, but somehow the pleasure had gone out of it. Her young brain was on fire with the thought that she was with a strange man, who did not seem the least interested in her, and that she knew of no way to relieve him of herself. What could the evening

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A CORRECTION.

To the Editor—I beg you will please be corrected a statement which appeared in last evening's Times making me say that I also was of opinion that Captain McKeen should have brought Mr. Keefe, of the schooner Annie C. Moore, from Juan to Victoria in the Quadra. I offered no opinion on that subject (the reporter must have misinterpreted me) when I explained to him Captain Walbran's reasons for refusing his request. Neither did I state that the Department of Marine and Fisheries was responsible for the expenses of bringing the crew of the Annie C. Moore to Victoria after the casualty. I only stated that the agents of the schooner had submitted an account for these expenses to the department through me. These expenses are always met from the public purse by the Board of Trade, England, for assistance to distressed British seamen.

NO HOPE FOR MRS. MAYBRICK.

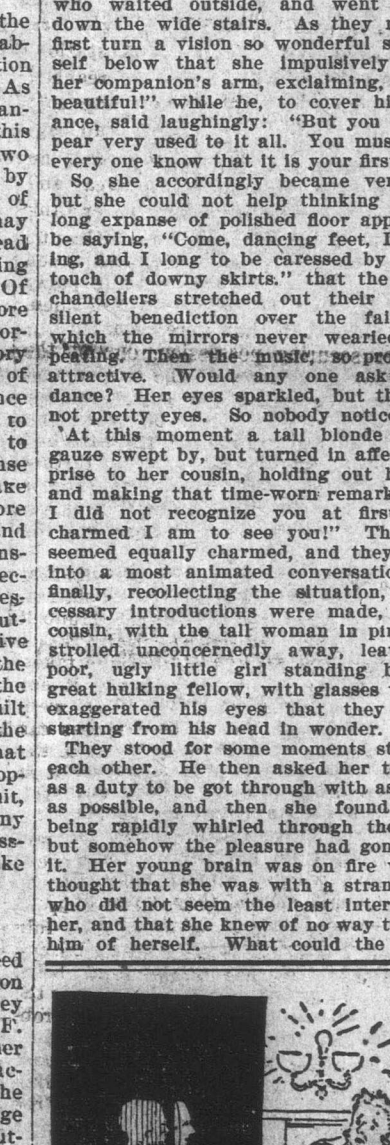
Chicago, Nov. 6.—The campaign in the interest of Mrs. Maybrick is being pushed in this city. Mrs. Helen Densmore, lately arrived from London, has spent no stop at the Auditorium, to-day made the following statement:
"When President McKinley a few months since sent me to the English government through Ambassador Hay, requesting Mrs. Maybrick's release as a matter of international courtesy, I had great hope. The question of Mrs. Maybrick's innocence or guilt was entirely ignored; her release was as a reciprocal favor. The English government by imperfect nutrition. The whole is in the world which restores organic tone and vigor so quickly and scientifically as Dr. Pierce's Golden Medical Discovery.
It acts directly upon the nutritive organism; it gives the stomach power to extract a high percentage of nourishment from the food, and enables the liver to filter all billious poisons out of the circulation; it purifies the blood, and builds up solid flesh, muscular force and healthy nerve-power.
In all debilitated conditions and wasting diseases it is vastly superior to malt extracts or any mere temporary stimulants. It gives permanent strength. It is better than any emollients, because it is agreeable to the weakest stomachs.
Whenever constipation is one of the complicating causes of disease, the most perfect remedy is Dr. Pierce's Pleasant Pellets, which are always effective, yet absolutely mild and harmless. Their server was any remedy invented which can take their place."
"In August, 1897, I was taken down with what my physician pronounced consumption." "Society—He may be soon, for she was buying these weeds in a tobacco-cann store.—Pittsburg News.

A LONDON LETTER.

Prices of British Columbia Stock Maintained—The Sale of the Le Roi Mine.
There Seems To Be Quite A Divergence of Opinion as to the Price.
The following is the Rosland London letter:
London, Oct. 19.—British Columbia stock has been quiet, but still suffers from the large and interest taken in Westralians of prices are well maintained, and will see by comparing this week's prices with those sent you last week are unimportant. B.C. are 2 1/2, Dundee are firm at 1/2, Lillooet & Fraser river flats.
The Klondike-Yukon companies most quoted at small discount. Records are better again in view of to-morrow's meeting and 4% to 5% but this market cannot be regarded as a "free one" and deal in the market. Tupper-Lowies are quite dull, but Fairbanks are at 1/4 premium, and Waverley hands yesterday in the market at 1/4 premium. Vancouver syndicate's shares at 1/2 premium. I also heard to-night that Mr. R. who recently went out on behalf of the Le Roi is back, and exhausted generally. I also heard the sale of the Le Roi is at last accomplished, but the price estimate is being variously put at between \$1000 and \$1,250,000.

A Doubtful Klondike Comp.

Nothing of special importance occurred since I last wrote. One full Klondike course has been made in a half-hearted manner. I have yet to learn that it has any support from the public. It has been severely criticized for adopting the prospectus of the River Quesselle Company, which genuine enterprise it has no common. Its directors are on the order of forty-three other companies, most of whom in the financial panic have recently failed. Whittaker-Wright's company, concerning which so many rumors lately been afloat, was registered with a capital of \$1,500,500. It has taken very large portions of the money of Mr. Whittaker, who is the guiding spirit of the Globe Finance Company, which I have mentioned in a previous issue of the Northwest Territories. As I recently mentioned, Mr. J. Chapman is over here again, with several properties to offer, the chief among which is the Georgia. He has the highest of the value of Rosland mining is very strong in the opinion of the public. Last week's British Columbia view contained an interesting article on the value of the English manufacturers that had come to our notice. It is to be hoped that his stay over here may induce some of our leading establish agencies in your camp to take a large exhibit of their goods now on view at Winchester, which is attracting considerable attention. The originators of this exhibit are the Messrs. McGarvey, a life-long resident of the Yukon, and inform that they have brought some pounds bulk samples from the mine. It is probable that other owners will take advantage of which they have kindly made the places for additional exhibiting quartz from the Victoria and has already been placed on the Messrs. McGarvey only \$25,000 worth of stock at present has already been purchased by a greater portion of our business men. The interest in British Columbia is more considerable than people would imagine. The paper has been very kind to Mr. Compton, the Vancouver syndicate, though I am sure it is believed to blame lies at the door of Mr. D. The galena fiasco has undoubtedly a depressing effect on the British market.
Lectures on British Columbia
It is announced that the author of the Imperial Institute have a series of lectures on British Columbia and Canadian mining commenced during the forthcoming year.
Great satisfaction was expressed by the city at the price obtained for the Dominion loan, 2 1/2 per cent., which is \$2.50 above the limit fixed. Certainly has no reason to complain of the position which she now occupies in the world's money market. The first colony to issue a 2 1/2 per cent. loan which will be a success.
In spite of the many rumors which have been appearing in the course of the Vancouver syndicate scheme and the investment of \$1,000,000 of English capital in the City, it has been unable to find a purchaser for the syndicate, except the one sent by Mr. Rothschild to M.P. and recently published in the World. It will be remembered that Mr. Rothschild was one of the first to propose to bring off the syndicate deal with a capital of half a million sterling.
How Have the Mighty Fallen
There have been two important news since my last dispatch. I have Vancouver syndicate on Thursday and, secondly, the gathering of the British Columbia and Yukon syndicate, presided over by the Messrs. on Monday. The two striking contrast to one another. Vancouver meeting was tinged with a beginning to end, and the one single gleam of bright redemption the sole and foremost of the meeting. It was a conference, and the market took it by immediately lowering the price of shares to 10% premium sellers for 10% premium and 10% for 1/4 premium. How have the fallen? These very same shares



The new people eat and drink has perilous consequences. Very few people know how to treat their stomachs. Eating too much, or not enough, or the wrong kind of food, or at the wrong time—gets the digestive organs into such a thoroughly disordered condition that at last nothing what they can digest. When the appetite fails and the liver becomes sluggish, the whole system is dragged down and deadened by imperfect nutrition. There is nothing in the world which restores organic tone and vigor so quickly and scientifically as Dr. Pierce's Golden Medical Discovery. It acts directly upon the nutritive organism; it gives the stomach power to extract a high percentage of nourishment from the food, and enables the liver to filter all billious poisons out of the circulation; it purifies the blood, and builds up solid flesh, muscular force and healthy nerve-power. In all debilitated conditions and wasting diseases it is vastly superior to malt extracts or any mere temporary stimulants. It gives permanent strength. It is better than any emollients, because it is agreeable to the weakest stomachs. Whenever constipation is one of the complicating causes of disease, the most perfect remedy is Dr. Pierce's Pleasant Pellets, which are always effective, yet absolutely mild and harmless. Their server was any remedy invented which can take their place.

The Canadian Gold Fields.

An Interesting Lecture on the Yukon from the World's Greatest Authority.

The Many Routes to the Gold Fields Described—Origin of the Gold Discoveries.

Untold Wealth of the Gold Lands of the Canadian North West.

Methods of Prospecting—Nature of the Country—Copper and Coal as Well as Gold.

William Ogilvie, F.R.G.S., the Canadian surveyor, who has rendered such valuable services to Canada by his northern explorations and surveys, lectured before a large audience at Institute Hall yesterday evening on the Yukon region. Hon. Col. Baker, minister of mines, acted as chairman and in a short introductory address he said that the object of the lecture was not only to interest Victorians but to provide funds for St. James' church. Mr. Kains had been prospecting for gold for that church, and finding Mr. Ogilvie he had prevailed upon him to deliver a lecture, thus securing a paying prospect. The chairman then referred to the valuable services rendered by Mr. Ogilvie as an explorer and surveyor, for which he had received the medal of the Royal Geographical Society, and had also been made a fellow of that body. Col. Baker said that while there is gold in Klondike, he believed that even greater wealth would be discovered in the great mineral belt of gold and silver running from the southern to the northern boundary of British Columbia. He then introduced the lecturer.

Mr. Ogilvie on coming forward was greeted with an outburst of applause. He said: "Mr. Chairman, ladies and gentlemen: After the very flattering introduction given me by the chairman and your very hearty reception, I feel called upon to make a few preliminary remarks in explanation of my position. I have come totally unprepared except for a few notes I made this morning, having, I may say, had to snatch the time for the purpose from my visitors, who wanted to get information from me—but I have been able to compile a few notes. You know the general explanation which is often made by the good lady of the house when she says that your visit is altogether unexpected and has taken her by surprise, although you know that she has not only been good enough to expect me, but has also during the past few days been busy making preparations for your comfort. However, you will see that I am not in that position, but am really in the position in which the good lady of the house professes to be and is not with this important difference, that I cannot 'cook' that which I have to serve to you."

If you will kindly allow this to be understood in relation to my shortcomings, I will do my best to give you all the information I can, and if you see any fault please attribute it to this want of preparation. My hands are tied officially from making any disclosure of claims until a certain bluebook is published at Ottawa, which I hope will be early next year. I must also say that never but once before have I occupied a similar position to that in which I am placed to-night, and that on that occasion I acted as chairman."

Now, to make a commencement of the subject, we will assume that we want to visit the Yukon country. I may say, Mr. Chairman, that I object to the use of the name Klondike, because that is a small portion of the territory we have up there in the Yukon region, in comparison with the whole of the Klondike would not compare any more than my hand would with that blackboard, and nearly all that vast stretch of country has yet to be prospectured.

THE STICKEEN ROUTE.

I will first introduce you to the several routes into this great gold-bearing region which are now known. Leaving Victoria by any one of the steamers which run from here, we make our way through the well known Seymour Narrows, taking care to time that passage to reach there at a suitable stage of the water, for it is well known that no ship can go through except at either high or low tide. In a few days, according to the capacity of the steamer, we reach Port Simpson, the most northerly seaport in British Columbia or Canada on the Pacific ocean. I wish to make one way in in British bottoms we can here take the river steamers and proceed from Port Simpson to Wrangell, it being about 170 miles from the former point to the mouth of the Stickeen River, proceeding up that river about 150 miles, or perhaps a little less distance, as will be proved when the surveys are made for the proposed railway facilities. That distance occupies sixty hours for a little more. From the head of the Stickeen the road would follow through an undulating country which presents no obstacles to railway construction, and for the greater part of the distance of 150 miles is pretty well covered with timber. I would mention, however, that the natural food supply available for horses will not be sufficient for any great number. It might be said that enough would be found for say two hundred head, but any great number would soon eat off what there is and it will be necessary that such arrangements should be made as will render it possible for the natural supply to be increased by importing sufficient for any number over and above that.

Arrive at the head of Teslin lake, we introduce our whipsaws and commence to get out lumber for our boats. Now, whipsawing has been said to be one of the inventions of Satan, and when two

are doing that work it is necessary for success that one shall push and the other shall pull; but when, as is too often the case with the tenderfoot, both either pull or both push, there is likely to be some inquiry from the man who is above what the other fellow is doing, and there may be some complimentary language indulged in and the man below asks his partner to come down and have it out. And if the man below gets a grain of sawdust in his eye during the progress of the quarrel there will be quite a sulphurous atmosphere for some time. After a while, though, in spite of these difficulties, the boat will be finally got ready and then commences the trip down Teslin lake, which is 80 miles long and bounded on both sides by high mountains. This distance is, of course, only as I have been told. We arrive at the head of the Hootalinqua after traversing the lake. This river is marked on the map as being the Teslin, which is the Indian name for a fish which is caught in the lake. The Hootalinqua river is about 125 miles long—or a total distance from Victoria to Dawson City, by way of the Stickeen, Teslin and Hootalinqua routes, of 1,600 miles. At two points, one near the head of the river and one quite a distance below, there are obstacles in the way of steamboat navigation at certain stages of the river. A few miles below the river broadens out into innumerable channels, until at last, at the lower end, it widens to two and a half miles. If one of these channels were deepened out, a sufficient depth of water could be obtained to allow of a free passage for a steamer drawing three or four feet without difficulty.

TAKU ROUTE.

I leave you now at the mouth of the Teslin and go back to Wrangell, where we take an American boat to Juneau. There has been during the last few months some talk in regard to a proposed route by way of Taku Inlet. In 1894 and 1895 I was employed to go in that portion of the country. Taku Inlet is something about eighteen miles long and leads up to a glacier of much greater size and affording considerably more danger to boats than the much talked of Muir glacier in Alaska. The ice is cast off in great avalanches and is continually breaking off. I have visited the Muir glacier and have never seen a breaking take place; whereas, in Taku, where I remained for three weeks, I saw large bodies of ice break away every day, and which in every case create a surge in the water that is dangerous to boats even to go great a distance as three miles away from the glacier. This Taku river extends for sixty miles. There are enormous gravel bars which render it impossible for steamboats to navigate it, although it is said that they might during the months of June or July—or during the warm weather. From the river we go up by the left-hand branch, about nine miles over to Taku Inlet. Along this route we meet with no very great difficulties, and keep up about nine miles, going past the Silver Salmon falls. In regard to this route, however, I may say that it renders it impossible any considerable portion of it, but civil engineers are now exploring it, and their reports will, of course, be made public.

From the summit there will be no difficulty in constructing a road. From then, two roads—one of them offering most perfect advantages with the additional greater one that it can be called an all Canadian route if we choose to so name it.

WHITE PASS.

We go back again to the coast now, and proceed a hundred miles above up to Skagway, where we find the celebrated White Pass route. From the river to the summit of the White Pass is a distance of about seventeen miles, four miles being all through timber. Above that the valley breaks, and any road will have to be constructed to lead along the hillside. An elevation of 2,600 feet is reached at the summit of the pass. Once on the summit the remainder of the 35 miles is tolerably level, but it is extremely rocky and the work of very little value.

We now go to the Dyea route, which has been used by the Indians for generations. And it is evident that they knew their business in selecting it. The word Dyea is itself an Indian one, meaning "back" or "load"—a very appropriate name for the trail. From the water to the mouth of the Tanyon it would be as easy to build a road as can well be imagined, as easy almost as to construct one along one of your city streets. From the mouth of the canyon to Sheep Camp construction is more difficult; in fact it would probably be necessary to suspend the road by iron girders from the sides of the cliffs. From Sheep Camp to the head of the climb is yet more difficult, as all who have gone over the road will heartily agree. It is very steep, and very, very stony. From the summit to Lake Linderman there is a decline of 1,320 feet, and the road has been somewhat improved of late. Lake Linderman itself, the first lake, is about four and a half miles long, and between Lake Linderman and Lake Lebarge there is a sandy ridge three-quarters of a mile long, which brings us to the end of the present Dyea route.

Lake Bennett, which is first encountered on what is known as the Skagway route, is for the first half of its length narrow and comparatively shallow. The other end of the lake is fully exposed to the strongest winds prevailing in that district, and which frequently get up a very ugly sea, decided by dangerous for small boats, as I have myself experienced. Caribou Crossing, which is about two and a half miles long, brings us to Tashig lake, which is about 17 miles long. Here the Mounted Police and the Canadian customs officers have been stationed. The geography of Tashig lake is already pretty well known, nor need any special attention be given to Marsh lake. Twenty-five miles from Marsh lake we come to the canyon, where the river, by very swift and passes between almost perpendicular walls. Running the canyon is easily practicable, provided the

boat is kept in the very centre of the stream. Do this and the boat rides through safely. If not, she will be dashed against the side walls of basaltic rock and pounded to pieces. In the middle of the canyon, which is about five-eighths of a mile long, is the basin—a circular pool which it would be impossible for the boat to break out of. At the top of the canyon is a very large rapid through which the boat goes so fast that she dips into them, taking in water unless the greatest care is taken. Should she get into the eddy, man and boat will be thrown on the bank, whether they will or no. Below the canyon there is another rapid, which, however, offers no special obstacle to man wanting to get into the eddy, man and boat will be thrown on the bank, whether they will or no. Below the canyon there is another rapid, which, however, offers no special obstacle to man wanting to get into the eddy, man and boat will be thrown on the bank, whether they will or no.

DALTON TRAIL.

Of the Dalton trail I know nothing by personal observation—only by report. I had an interview with Mr. Dalton, from whom the trail is named, in 1896, and I have also talked with Mr. McArthur, our surveyor, who has spent some time in that district recently. Of course, the substance of his report cannot be divulged at present.

The summit of this trail is about 45 miles from the coast and 3,000 feet above the sea. The trail is about 75 miles from the coast and Dalton's trading post 100 miles from the coast. Thence to the Pelly is 200 miles further. This route passes over a nice undulating plain, with timber on the valleys and tundra grass on the slopes, but not enough to feed any number of animals. The first 34 miles of the Dalton trail is in disputed territory, the rest of it in Canada. Just after the canyon, by the Dyea and Skagway trails. Now, for my part, I think that it is our duty as Canadians to sink all political differences—to let the fire of patriotism consume all feelings that would tend to retard the acquisition of this most desirable line as an all-Canadian route to the Yukon (apart), so that we may enjoy as far as possible the benefits that region will bring if we use our rights wisely and early. We are the best end of the Yukon river—this is certain. In going down the Yukon in a steamer recently from Dawson; the first 140 miles was made without any difficulty, and until we got below Circle City there was no road. Below that the steamer began to labor; the water got shallower, and the steamers have often been detained on sand bars for weeks. It is a common occurrence to be delayed hours, and even days, on bars and on what is known as the Yukon flats, just below Circle City. Not once is there difficulty of this kind found in our part of the river, but in the Alaska portion of the river, the occurrence for a steamer to stick. I know of one steamer that stuck for three weeks, another that was on a sand bank for four or five days till another steamer came along and towed her off, and then stuck on the same bar half an hour. We don't know how long she stayed there. (Laughter.)

The navigation of the Yukon river in the upper part of the valley, and in the middle of October, while at the mouth it is not open before the 1st July, and navigation does not last longer than the 1st of October—that is, only from the 1st of July to the 1st of October. It takes six river steamers fourteen, fifteen and sixteen days to get up the river to Dawson. St. Michaels, the headquarters of the river boats, is 80 miles from the mouth of the river, and only in calm weather can the steamers cross that distance in sea. Of this route by way of St. Michaels with its river difficulties is not our road. We have a right to navigate the Yukon up, as I said before, it is not our route.

EARLY HISTORY.

Now I will tell you something about the history of the discovery of gold in the Yukon. Early in the '70's an attempt was made to get over to Teslin Lake by Cassiar miners, who learned of the existence of a large lake northward from Cassiar. Several people tried, but unsuccessfully, and returned disgusted. In 1872, September 2, two men of Icelandic men, from county Antrim, named Harper and F. W. Hart, and Geo. W. Finch, who came from the vicinity of Kingston, Andrew Kessler, a German, and Sam. Wilkinson, an Englishman, left Dawson creek to go on a prospecting trip down the Mackenzie river. Harper, because there had been found gold on the Laird, which empties into the Mackenzie, was made the impression that there was gold on the Mackenzie. He made his way down to what is known as Half-Way river. There he met a party of men surveying for the C. P. railway, and unwittingly became a party in our great highway, because they gave their boat to the survey men to make their way up the Peace river. Harper and his party packed their provisions on the Half-Way river and over a two or three mile portage to the waters of the Nelson river, down which they went until they found it safe to the passage

of canoes, where they made a cache and proceeded to make three dug-out canoes with which to descend the Nelson.

In 1891 I was sent by the Dominion government to explore the northern portion of the province, and going in the trail followed by Harper, I saw the cache which Harper had told me about in 1887. Well, Harper's party made their way down to the head of the Mackenzie, where men named McQuestion and Mayo, Wilkinson determined to try his luck on the Laird, and left the others, Harper, Hart, the German and Finch went down the Mackenzie across to the Pelly and thence over to Bell's river, an affluents of the Porcupine, down the Porcupine to Fort Yukon. There Harper saw an Indian who had some native copper which he said came from White river and Harper determined to try for it. Harper, Hart and Finch went 400 miles to White river in September, but did not find the copper. Instead they found a native copper which is said to be the same as that found on the Mackenzie. They found no gold on the Mackenzie. The result of Harper's prospecting he gave to me as follows: On the Nelson, nothing; on the Laird, colors; on the Mackenzie, nothing; on the fair prospects; on the Bell, nothing; on the Porcupine, colors; and prospects everywhere on the Yukon. Provisions giving out, they had to make their way down the river to St. Michaels. On his way back Harper saw an Indian with some gold he said came from the Koyukuk.

Inquiry elicited from the Indian the place where he found the gold, and Harper prospectured there all winter, but found nothing. It is now known where the Indian got the gold, which was not at the place he indicated. During the summer and built Fort Reliance, about six and a half miles below the mouth of the now famous Klondike. In the following summer Harper joined him there and they traded in partnership. The valley of the Klondike was their favorite hunting ground, but they never prospected there, and if they had, in the Klondike itself, they would have found nothing, for it is a trail of the Klondike, which has washed away all the finer sand and gravel; consequently the gold would sink out of sight, and in those days no prospecting was done but on the bars in the rivers and creeks.

In 1892 gold was found on the Stewart river by two brothers, by name Boswell, from the vicinity of Peterboro, Ontario. At this time there were only about thirty or forty miners in the territory. A number of Cassiar miners had discovered the river from Lake Lebarge and had done considerable prospecting, finding the gold. On the Stewart river the bars yielded fine gold in small quantities. In 1896 Mr. Harper came to the Klondike, and he and his partner, who were some prospectors found coarse gold at Forty Mile.

This took all the miners up to Forty Mile, coarse gold being what every miner is looking for, and the excitement was such that they drew them until 1891, when gold was found on Birch creek—200 miles below Forty Mile. This discovery was due to a Canadian missionary, Archdeacon Macdonald, of Ft. Peel, who, having shorted the country from Tenana river, where he found a nugget. He reported the find to some prospectors whom he met and gave them a description of the place where he had made the find. It is said that he made the find in a place which could not from his description locate the spot—they found gold.

This, of course, boomed Birch creek, and in 1891 everyone at Forty Mile was looking for gold. One or two creeks are rich, but the best of them cannot begin to compare with the El Dorado or the Bonanza, the tributaries of the Klondike. As an incident I may mention that one experienced man told me that the Birch creek stream, as they call "Chinese diggings" compared with the later discoveries which have attracted such attention to El Dorado and Bonanza. He said he knew of one claim on El Dorado which he would not give for the whole of the Birch Creek district.

Gold was found at the head of Forty Mile. Napoleon Gulch, named after the Frenchman who located it, is rich in nuggets. The El Dorado and Bonanza are also Davis, Mosquito and Chickens Creeks. The last named, discovered in 1896, was considered very rich at the time, this being a few weeks before the discovery of gold in El Dorado and Bonanza. The United States government is allowed to take up a claim 1,320 feet in length, and before any one could get there the few who had discovered it had taken it all up, so that everyone else was shut out.

For some time there was a doubt as to whether some of the creeks upon which gold was found were in Alaskan territory, and in 1896 I was sent in by the authorities to mark the boundary line as it might be necessary. Miller and Glacier creeks join Sixty Mile, which runs into the Yukon forty miles above. It was called Sixty Mile, because it was believed to be that distance above Fort Reliance. One of the survey of the line I found that these two creeks, which are the richest were in Canada. So far as they are in Canadian territory that no doubt as to the location of the boundary line can affect the question, they being at least two miles east of it. So that we can claim these two creeks, which are very rich, without any doubt, and in addition we can claim a much larger region which I will describe.

THE DISCOVERY.

The discovery of the gold on the Klondike, as it is called, although the proper name of the creek is an Indian one, Thoncha, was made by three men, Robert Henderson, Frank Swanson and another one named Manson, who in July, 1896, was prospecting on Indian creek. They proceeded up the creek without the intention of satisfying them until they reached Dominion creek, and after prospecting there they crossed over the divide and found Gold Bottom, got good prospects and went to work.

Striking upwards on Forty Mile they came across a man, a Californian, who was fishing in company with two Indians. The Indians were Canadian Indians, or King George men, as they are called, because they were found in the vicinity of King George Sound. One of the articles of the miners' code of procedure is that when he makes a discovery he shall lose no time in proclaiming it, and the man felt bound to make the prospectors acquainted with the information that there was rich pay to be got in Gold Bottom. The two Indians showed a route to this creek, and from there they crossed over the high ridge to Bonanza.

From there to El Dorado is three miles, and they climbed up over the ridge between it and Bonanza, and they were then a pan of even gold they took out from a little nook a pan which encouraged them to try further. In a few moments more they had taken up \$12.75. A discovery claim was located, and also one above and one below for the two Indians.

In August, 1896, the leader, generally known as El Dorado because he lives with the Indians, went down to Forty Mile to get provisions. He met several miners on his way and told them of his find, showing the \$12.75 which he put up in an old Winchester cartridge. They would not believe him, his reputation for truth being somewhat below par. The miners said he was the greatest liar this side of a great many places. They came to me finally and asked me my opinion, and I pointed out to them that there was no question about his having the \$12.75 in gold; the only question was, therefore, where he had got it. He had not been up Miller or Glacier creek, nor Forty Mile. Then followed the excitement. Boatload after boatload of men went up at once. Men who had been drunk for weeks and weeks in fact, were tumbled into boats and taken up without being conscious that they were travelling. One man, who went up was so drunk that he did not wake up to realization that he was being taken by boat until a third of the journey had been accomplished, and he was one of the very best claims on the Klondike to-day. (Laughter.) The whole creek, a distance of about twenty miles, giving in the neighborhood of 200 claims, was staked in a few weeks. El Dorado creek, seven and a half or eight miles long, providing eighty claims, was staked in about the same length of time. Boulder, Adams, and other gulches were prospectured, and gave good surface showings, gold being found in the gravel

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Mr. Sifton on the Trail.

Hon. Mr. Sifton at the Board of Trade was FRANK, CANDID, BARNEST. Victoria will be at the front only with combined effort and push.

This season Salmon, 10c; 11 tins for \$1.
Use Fleischman's Golden Gate Compressed Yeast and Hudson's Bay Hungarian for making the best Bread.
Sandwich Island Raw Sugar for cooking.

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Boulder, Adams, and other gulches were prospectured, and gave good surface showings, gold being found in the gravel portion of the work, and the man was with me seemed to have a difficulty in finding the stakes. I went down with the remark that I do that myself, I had made it never to let anyone where there fraction until it was marked on the claim. I was standing by the pan. White came up to me. He had way to go down the creek, he said he did not want to wait any longer was necessary. Well, I said, you can't get exactly down the pan. White came up to me. He had way to go down the creek, he said he did not want to wait any longer was necessary. Well, I said, you can't get exactly down the pan. White came up to me. He had way to go down the creek, he said he did not want to wait any longer was necessary. Well, I said, you can't get exactly down the pan.

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PROBABLE YIELD.
Bonanza and El Dorado creeks between them in the Klondike the influences will yield as many more of these claims are good. I fluctuation in saying that about a yard of those Bonanza will yield of \$300,000.00. Claim staked in El Dorado, will yield a million itself, and ten other will yield a hundred thousand dollars up. Two creeks will, I am quite sure, turn out from \$600,000.00 to \$750,000.00. I can safely say that there are other region in the world of the extent that has afforded in the length of time so many homestead tenses enabling the remainder of them, considering the work that has to be done with very limited facilities, the of provisions and of labor, and the crudest appliances for getting the gold. When I tell you that to prospect work claim ten or twelve miles required and only 200 were available that season, it will give you an idea of the difficulties which had to be contended with.

On Bear creek, about seven or eight miles above that, good claims have been taken, and on Gold Bottom, El Dorado and El Dorado creek, El Dorado Bottom as high as \$15 to \$20 has been taken, and on Hunter the same, and although we cannot that they are as rich as El Dorado Bonanza, they are richer than the creeks known in that country. Three miles higher up the Klondike, Much-Gold creek was found. It had its name from the fact that it flows out at the bottom, and, being a good, said there was "too much—more gold than gravel."

A fact I am now going to state is that the territory which is the Dominion of Canada and province an area of from 550 miles in length, and from 10 miles in width, contains a number of rich prospects have been found must have from 90,000 to 100,000 square miles, which with proper judicious handling and better facilities for the transportation of the gold, will be the largest as it is the best, gold field the world has ever seen. You, Mr. Chairman, may wish to tend that down to the boundary zone that, of course, I leave to you. Stewart and Dawson, the two creeks also give promising indications. Everywhere good pay has been found on the bars, and there is no reason why good pay has been found on the bars, the results should not be surprising. The Klondike was prospected for forty miles up it without anything being found again in 1893 with a similar result, but the difference in the result was that the largest and the led up to by Robert Henderson, man is a born prospector, and could not persuade him to say of the richest claim on Bonanza. He had up in a small boat, and the mine, which is on Stewart river, is a prospecting. That is the stuff the prospector is made of, and I am to say that he is a Canadian.

QUARTZ LEDGES.

In regard to quartz ledges, several already been located in the vicinity of Forty Mile and Dawson, and also a mountain of gold in the neighborhood bearing ore yielding \$3 to \$4 per ton. The question to be asked is whether or not it will return it to work it under the peculiar conditions which exist, and the freight rates charged for the transportation of anything of that kind. The question to be asked is whether or not it will return it to work it under the peculiar conditions which exist, and the freight rates charged for the transportation of anything of that kind.

Another of these men who arrived too late was an Irishman, and when he found he could not get a claim he went to work on a pan of even gold they took out from a little nook a pan which encouraged them to try further. In a few moments more they had taken up \$12.75. A discovery claim was located, and also one above and one below for the two Indians.

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THE NEW GOVERNOR AND SENATOR.

Lieutenant-Governor Dewdney's term of office having expired on Tuesday last, Senator McInnes has been appointed to succeed him.

The vacancy in the senate caused by the elevation of Mr. McInnes to the Governorship has been filled by the appointment of Mr. William Templeman.

Mr. Templeman's appointment is one which will meet the approval of the large majority of the electors of British Columbia.

As a journalist, Mr. Templeman's elevation to the senate will be gratifying to many of his colleagues in the province, as a recognition of the services which he has rendered to the state by an intelligent, honest and fearless press.

Mr. Templeman has been under the control of Mr. McInnes, but not lacking in those qualifications. For some years, the Columbian and the News-Advertiser stood alone in the province for their advocacy of a better government for British Columbia.

Mr. Templeman's appointment is one which will meet the approval of the large majority of the electors of British Columbia.

The special dispatch of our Ottawa correspondent to-day contains the important announcement that Hon. Senator McInnes has been appointed Lieutenant-Governor of British Columbia, and that Mr. Wm. Templeman, editor of the Vancouver Times, has been chosen to succeed our new Lieutenant-Governor in the senate.

Mr. Templeman could have had the governorship if he had pressed his claim, but he accepted the senatorship instead.

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Provincial News.

VANCOUVER.

Vancouver, Nov. 4.—Both Sully and Forbes, who were injured in the boiler explosion, died shortly before midnight.

The mountains in the Coast range were covered with their first complete coat of snow yesterday, and they looked very beautiful in their winter garb.

The Yukon trade agents are busy preparing for the rush by the winter route.

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OUT OF AN ICE PACK.

The Revenue Cutter Bear Returns from Her Annual Cruise—Duffield Survey Completed.

The Topography and Geography of the Pribilof Islands Determined.

Seattle, Nov. 7.—After a cruise of 11,000 miles the United States revenue cutter Bear, Capt. Tuttle, reached here yesterday evening.

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THE BRINK OF WAR.

London Papers Consider Relations of France and England Critical—Almost a Collision.

London, Nov. 6.—"On the brink" is the caption under which the Daily News to-day discusses the Anglo-French relations, and it wonders how many times in recent years Great Britain has been on the brink of war with France.

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