



THE PASSING SHIPS.

Californians in Haste to Obtain Miners' Licenses—The "Islander" Home.

Daily Connection With Vancouver—A Rock in Johnson Straits—Busy Shipyards.

Three steamers—the Victorian, Tillamook and City of Topeka—were in port Sunday and yesterday to enable their numerous passengers for the north to secure miners' licenses before invading the gold land of the Canadian Northwest.

In consequence of the recent slides along the line of the C.P.R. the past few days have witnessed the arrival of upwards of thirty car loads of accumulated Victoria freight in the Terminal City, and it was for the purpose of making quick delivery of this to the consignees that the Yosemite was despatched on Sunday to Vancouver.

Business-like discharging and loading will enable the Amer, which completed a fast passage from Wrangell on Saturday, to get away on her second trip to the North at noon to-day on schedule time.

The steamer Islander, Captain John Irving, completed early this morning a fast and uneventful voyage to and from the North.

The British bark Falkirk, which arrived in the harbor on Wednesday, is seeking, has received a charter to load Washington wheat for the United Kingdom.

Shortly after leaving here on her initial voyage in the Klondike trade, the big steamer Ningchow blew up on the same boiler that was repaired in Victoria, being forced thereby to continue to the Terminal City with one boiler and at a speed of not better than seven knots.

Business appears to be increasing instead of diminishing in the shipyards, each of which is working day and night to meet demands.

Captain Butler, of the Richard III, reports touching a rock in Johnsonstrait on or about where the seven fathoms is marked on Ripple shoal and in the vicinity of the west end of Thurlow island.

The steamship Tacoma, of the N.P. Ss. Company service, sailing for the Orient on Sunday carried among her passengers six Christian Alliance missionaries, who are destined for work in northern China.

The steamer Mischief, Captain Otto Bucholtz, cleared yesterday for Quatskanie cove, on the East of the island, where she is to deliver logs, hardware and machinery for a near-by camp.

On her return may therefore be looked to bring in particulars. THE "CURACOA" ARRIVES. After a long passage, occasioned chiefly through accidents in the boiler room, the Pacific Coast Co.'s second new Northern steamer, the Curacoa, has arrived in the Bay City from Baltimore, to take her place in the service.

FOUND THE PURSER'S BODY. The mail steamer Curacoa City, just down from the North, fully corroborates the news published in the Colonist a week ago of the finding of a body close to the scene of the Clara Nevada disaster.

THE PASSENGER LIST BY THE CITY OF PEACH. Arriving yesterday afternoon from Vancouver, the City of Peach, the heaviest in the history of the ship, well toward the record mark, there being in all 470 travellers on board.

THE WATERWAY TO DAWSON. Engineer Hamlin's Report on the Hootalinqua River and Its Outlet. The following report to Mr. W. S. Gore, deputy commissioner of lands and works, received at Victoria on the 9th inst., has been issued as a supplement to the report of the chief commissioner, and presented to the legislature.

At 120 miles meet the Five Finger rapids. The passage was made through the most easterly channel. The rapids are rough and foam up furiously. The distance is very short and the depth of water good. There is every possibility of a steamer with powerful engines being able to make it, the distance is so short. In any case there is an excellent alternative route by a steamer to be lined over the difficulty.

At the distance of 175 miles from the Hootalinqua river, pass Fort Salik on the west bank of the river, and the great Faly river, pass the Eagle on the west side. From this confluence the Lewes river becomes the Yukon.

At 244 miles meet the mouth of the White river, which enters the Yukon on the west side. In this river the ice was running in banks, located on the hills. At 258 miles the Stewart river, said to be so rich in gold, joins the Yukon on the east side; 282 miles reach 60-Mile Post. There is a store and some cultivated land at this point.

At 339 miles strike Dawson City. The city is a long straggling place, composed of log cabins and tents, located on the north bank of the river. The town extends over two miles along the river front, is in two divisions, divided by the Klondike river. The south division bears the dignified name of Lowell town, and the north division is called Dawson City. The population of the town and mines will be at present about 7,000.

ON A POINT OF ORDER. House Occupied in Discussing Whether Mr. Sword Can Discuss Details of Estimates Now. Several Bills Advanced a Stage or Two, Including Vancouver's Charter Amendment.

The debate started the other day by Mr. Sword on the formal motion that supply be granted took the phase of a point of order yesterday, and a great deal of time was spent debating whether Mr. Sword had a right or not to discuss the general policy of the government at this stage, instead of waiting as usual for the motion to go into committee of supply.

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REGISTRATION OF ELECTORS. Mr. Higgins, rising to a question of privilege, drew the attention of the Attorney-General to the new form for the registration of provincial voters, which he declared would be cumbersome, vexatious and prohibitive.

EXECUTION ACT. The Attorney General moved the second reading of the Execution bill, which was agreed to and the bill was committed with Mr. Kennedy in the chair.

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VICTORIA IS THE PLACE

The Leader of the Largest Parties to Come West Over the Canadian Route Says So.

A Veteran of Four Expeditions to the Yukon Who Has Learned by Hard Experience.

"I feel deeply grateful to the people of Victoria for the many kindnesses they have shown to me and my people—I am also glad that we had the opportunity of outfitting in this city."

"We have," he continued, "from the time we started out from Detroit, been shown the greatest consideration by all officials of the Canadian Pacific, over which road we came, and since we arrived here the attention paid us has been particularly kind."

"As to business—we find that outfitting in Victoria pays abundantly, and as we have many associates following us, we are writing back telling them what is good for all Klondike pilgrims to know—that Victoria is the best place of all in which to purchase outfits."

Mr. Gilchrist, who is himself a Democrat, proceeded to return to the Yukon for the fourth time, and is accompanied on the Islander by Dr. V. B. Ayres, formerly a practicing physician; F. A. Smith, an ex-commercial traveller; J. L. Lund, until lately, a photographer; P. Hough, an attorney; William McGloskey, a ship carpenter; and George Frey, a painter—all from Detroit.

They first prospecting will begin on the Stewart river, and they go well provided with complete outfits, canvas bags, etc. The removal of the second detachment headed by Mr. Jacob Storicker, to arrive during the next few days, and go to Wrangell by the Amur on her next voyage.

Mr. Louis Watson, of the Fraser-Humbert Jr. Yukon Expedition is now about to return North with his men, they being booked for the Islander, and go in by way of the Sitka line. It is expected that a third Gilchrist party of 150 will be here to take the Islander for the management of affairs, including a number of women and children, and being made up as all Dr. Gilchrist's parties have been, chiefly of Michigan folk.

CHICAGO WOMEN COMING. They Propose to Invade the Klondike via the All-Water Route—Men are to Be Allowed on Good Behaviour.

Miss Caroline Westcott Rodney, who is well known in Victoria, and who women's club promote of Chicago, has now set her mind upon leading a party of 150 or 200 Chicago women into the treasure fields of the Yukon.

CYCLE PATHS

Wheelmen Are Willing Them and the Council They Show.

The Firehall for Spraying Assistant Caretaker Ross Bar.

Ald. Humber said the might have a little of about him he approved of the proposition to vote for anything reaction direction, but he considered it a little of the part of the bicycle part roads from all parts we are writing back telling them what is good for all Klondike pilgrims to know—that Victoria is the best place of all in which to purchase outfits."

Ald. McGreggor approved bicycle riders and their bicycles would permit that something should be of the large and rapidly increasing number of bicycle riders, and being made up as all Dr. Gilchrist's parties have been, chiefly of Michigan folk.

Ald. McCandless expressed his willingness to help the bicycle club if they were willing to tax the city should be willing money for them according sires. He moved that a special committee be appointed to consider the matter and report.

Ald. Phillips brought up as to the title of the Yates block. It was in case the city wish of it.

A communication from Mrs. Yates to sell to the city lot 7, Yates street for \$1500 a block. It was almost a general objection this property as being too few.

ADMIRALTY CHARTS INACCURATE. Dr. Newcombe and Capt. Walbrun pronounce the Early Navigators More Reliable Than Recent Surveys.

At last night's meeting of the Natural History Society there was a large attendance, the principal feature of the proceedings being an address by Dr. Newcombe on the results of his exploration last summer of the West Coast of Queen Charlotte island in so far as the topography is concerned.

It was shown that several large sounds marked on the admiralty chart do not exist, and several sounds and islands that do exist are marked at all. Capt. Walbrun spoke in confirmation of Dr. Newcombe's statements and remarked on the accuracy of the chart drawn by the latter giving his reasons at some length. Dr. Newcombe at a future date will continue his lecture, which will consist of a part per cent. It will grow, curl, and shine. Write to J. G. M. WIGGINS, 112 West 4th Street, New York.







United States Forest Agents Negotiating Brazilia Govern...

The New Craft Rank Product of the A Yards.

WASHINGTON, March negotiation closed to-day chase by the navy depart...

The availability of the t ships was first brought t...

The other ship has been la it will take some time to mal...

New York, March 14.—A the Herald from Tokyo...

The Herald correspondent unquestionable authority that a party to the negotiations...

The Mail and Express has f ing cablegram from London...

Rightly waterproof ets, pants and smoo heavy. B. Williams o

THE SEMI-WEEKLY COLONIST

The Colonist.

THURSDAY, MARCH 17, 1898.

THE STIKINE ROUTE.

The actual facts in regard to the conditions existing on the Stikine river...

Next season there will be a road along the bank of the river from the canyon down, and this will make it possible to travel up all winter, so that if Messrs. Mackenzie & Mann can get their road...

It is remarkable that, while further North persons en route to the Yukon have been stopped by the intense cold, those selecting the Stikine have been kept back by mild weather.

GREAT BRITAIN AND JAPAN.

In spite of forebodings to the contrary, Great Britain has gained considerably in the diplomatic fencing that has been in progress over the Orient.

GOLD MINING IN SOUTH AFRICA.

It may be of some interest to our readers to know what gold mining really is and how it is carried on in other countries.

HAWAIIAN ANNEXATION.

The San Francisco Argonaut thinks that the Hawaiian "annexation scheme is wounded unto the death." That the treaty cannot be carried beyond all question.

We think the Dominion government ought to bring under the notice of the United States government the fact that vessels engaged in the coasting trade of that country are allowed to pass through Canadian territorial waters without customs escort on their way to Alaska.

The departure of the Spanish torpedo squadron for the West Indies is not favorable to peace. This looks very much like a challenge to the United States...

BRITISH COLUMBIA FOR SETTLERS.

Frances MacNab, author of "On Veldt and Farm" and other books, has written a book entitled "British Columbia for Settlers; its Mines, Trade and Agriculture." It is published in London by Chapman & Hall.

The Kootenian thinks the provincial government should not hesitate a moment in extending aid to the Lardoune Duncan railway, and gives as a reason that "the return in revenue to the province will be immediate and amply sufficient to repay the necessary outlay."

THE TAX ON FRESH SALMON.

The Dominion has decided to impose a tax of one-half cent per pound upon fresh salmon imported from the United States. The ostensible object of this country is not such just now as will permit them to regard action of this kind with complacency.

The facts of the case are that large quantities of salmon, that are bound for the Fraser, are taken in fish traps in United States waters. It would be more patriotic, we presume, if the salmon canners of the Fraser would refuse to buy any fish that were thus rudely interrupted in their journey to Canadian territory, but these gentlemen, whatever may be their views on the question of free trade and protection, in this matter act upon what used to be the fundamental fiscal principle of the Liberal party, and buy their fish where they can get them most cheaply.

The obstrusive tactics of the opposition met with a decided check yesterday, when Mr. Speaker ruled that it was not proper under the rules of the house to discuss the general policy of the government upon the formal motion "That the house resolve itself into a committee of the whole to consider the motion 'that supply be granted to Her Majesty.'"

We draw attention to the fact that the fish are not canned for the home market. A very small quantity would supply the Canadian demand. The sale is in Great Britain, Continental Europe, Australia and elsewhere, and it does not make the least difference where the fish are caught and packed, when they are taken to the markets of those countries. Hence it follows that if the business is once driven away from the Fraser it cannot be attracted back again.

The Fraser canneries have been established by enterprising Canadians, who naturally prefer to carry on business in their own country, other things being equal. It will be hard if they are driven to leave the Dominion and erect their plants elsewhere, merely to gratify what is little else than a spirit of demagoguism.

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HON. MR. FOSTER is reported as having said that, though the Stikine-Teelin railway may be finished by September, we cannot use it if bonding privileges are not granted at Wrangle. Mr. Foster is mistaken. All that will be necessary, if the United States is so disinterested as to refuse bonding privileges, will be for the transportation companies to take custom house officers on board their steamers. This will not be a very serious matter.

WHILE the formalities necessary to secure registration on the voters lists are under consideration, the COLONIST wishes to say that in its humble judgment the fear that they are the better, so long as fraud can be prevented and every man entitled to a vote has a reasonable chance of getting it.

SOME of our American exchanges talk very flippantly about doing away with the bonding privileges. In view of the fact that 443,875 car loads of United States produce passed in bond through Canada last year, it is clear that the advantage is not all on the side of the Dominion.

THE Times complains that the COLONIST has not replied to an article which appeared in its columns on Saturday. The only proper answer to such an article is to apply for a writ de lunatico inquiring, and as the creature is harmless, there is no use in resorting to that.

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MR. HELMCKEN'S motion "that the present condition of the Provincial Lunatic Asylum demands the attention of the government," is of a very unusual character. The usual way to bring matters of that kind up is when the item in the estimates is under discussion.

THE Toronto Mail favors the COLONIST's idea that if the United States proves unreasonable in the matter of transportation facilities, it will be incumbent on Canada to close the Yukon to United States citizens.

THE Toronto Globe says it does not claim the proposed Stikine-Teelin railway to be the best conceivable route to the Yukon. It would be if the line were extended to the Coast.

THE Victim—That is a lovely suburban home you sold me. Every time it rains the lot is a sea of mud. The Man Who Sold—Well, don't you know enough to stand in the house when it rains Cincinnati Enquirer.

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900 DROPS CASTORIA... Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA... IS ON THE WRAPPER



ARE YOU GOING TO KLONDYKE?

It requires two kinds of capital to make this venture. The man who goes through must have strength and nerve as well as money. Money will not carry you through the long weeks of exposure to cold and hardship.

Dr. Sanden's Electric Belt.

This is an Electric life-giver. It saturates the nerves and muscles with animal magnetism, which is the force that builds up weak constitutions.

Will Make You Strong.

After you have worn a Dr. Sanden Electric Belt for a few weeks you will be fit for the great hardships. I was a physical wreck three years ago and was cured by Dr. Sanden's Electric Belt.

DR. A. T. SANDON, 156 James St., Montreal, Quebec.

Klon-dyke Outfits... PRICE LISTS NOW READY... B. WILLIAMS & CO., CLOTHIERS and HATTERS, 97 and 99 Johnson Street, Victoria, B.C.

R. P. RITHET & CO. WHOLESALE MERCHANTS, Wharf Street, Victoria, B.C. Groceries, Wines and Liquors KLONDIKE OUTFITTERS & MARINE UNDERWRITERS

Windsor Salt... Purest and Best for Table and Dairy No adulteration. Never cakes.



