

TO PLY ON LAKE TESLIN

Mr. Frank Yorke to Provide an Important Link in the Route to Northern Mines.

Steamer "Queen" Sails—The "Miowera" is Obligated to Decline Cargo.

The steamship Queen, with Capt. Carroll in command and Capt. Hunter, of the Umatilla, as pilot, arrived from the Sound at 10 last night. The Queen was not so crowded as some of the ships lately...

THE CITY

nothing mysterious about the light seen, but that people had been prepared for something money, and consequently felt bound to see it.

The death is announced at his home in Prescott, Arizona, of Lloyd Fisher, for some time mayor of that city, and a brother of I. B. Fisher, of New Westminster.

At No. 7 Robert street, Victoria West, early yesterday morning the home of Mr. John Wendt was for a time threatened through the explosion of a lamp in the dining room.

Arriving from Seattle on the steamer City of Kingston Sunday morning and leaving on the Charming for Vancouver...

Among the passengers on the steamer Queen on Saturday evening were Dr. W. W. Kean and his three daughters who are on a trip to Alaska.

Woods, the Nelson murderer, sentenced to death for the killing of his namesake, a hard-working blacksmith who had interrupted him while he was engaged in a robbery, will not die on the gallows to-morrow.

When the Collegiate school reopens for the Christmas term on the 20th of September proximo, it will be in new and thoroughly suitable premises on Burdette avenue.

THE SLOCAN BRANCH. Engineer C. E. Perry, of the Canadian Pacific Railway, has just returned from a tour of inspection at the Slocan branch.

ALBERTA ADVANCING

That a most substantial interest is being awakened in Alberta and the West Coast mines is being more strongly evidenced every day.

The Quadra went out yesterday morning to the quarries on Salt Spring Island to bring in rubble stone for the beacon on Brotschie ledge.

The Quadra returned yesterday morning from the Skeena on Salt Spring Island to bring in rubble stone for the beacon on Brotschie ledge.

THE CALIFORNIA LINERS. Three hundred and seventy-nine hopeful Klondykers, returning Christian Endeavorers, holiday excursionists and ordinary travellers made up the motley and miscellaneous crowd which came North on the Walla Walla from San Francisco early yesterday morning.

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LIGHT FOR BROTSCHIE

The Quadra Dispatched For The Foundation Stones For The Promised Beacon.

Skeena Canning Over For The Season—Anstralian Steamer Again Refuses Freight.

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ADIBU TO THE M

Captain Thomas' Fine O ship Finds an Ocean G Divon's Entrance

Not a Life Lost in the C Costs a Fine Passen Steamer.

In the clear, cold light of day morning the Alaska stea day struck hard on a ragged point in Dixon's Entrance, miles northeast by east of C and went down in 65 fathoms, including a large number of Cl deavor excursionists, havin and a half hours from the were rescued from their slum their lives by taking to the was no confusion, as the 133 men and women on boat tell the story of the Me voyage.

It was 4:30 in the morning disaster occurred, the ship being on her homeward v Alaska. She had left Victo 25th of July with a number Klondykers oddly mixed w holiday makers, and had diso seekers safely on the up Juneau was visited at the Sika for the benefit of the t steamer being on route from port by the route usually t Queen when it was overtaken It had been foggy all night, a progress was made in consequ pilot, Cornell, was in charge and the gray cloud over the was at 4:30 under full sp smooth sea before her and a of the water for a mile or m before she was overtaken. Pilot drove hard on a rock, no si appeared on the unruffled su sea, shivered, and went on. A sailor immediately reversed the way she had on the ship an eighth or a quarter of a coming round, and by this time the vessel had been settling of the vessel told th her mortal blow had been rec had, in the instant after the had been struck, and it was hope that salvation might b running for it. Five minute showed him that in the bo only safety of the vessel wa the time to make use of th salvation was limited.

The first on deck after the given way to the crew, who as he had turned out of fortable berth. He only v enough to ask a single qu divided into his own and a crew immediately reversed the way she had on the ship an eighth or a quarter of a coming round, and by this time the vessel had been settling of the vessel told th her mortal blow had been rec had, in the instant after the had been struck, and it was hope that salvation might b running for it. Five minute showed him that in the bo only safety of the vessel wa the time to make use of th salvation was limited.

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WORTH A GUINEA A BOX

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove any obstruction or irregularity of the system. For a Weak Stomach, Impaired Digestion, Disordered Liver, they act like magic—few doses will work wonders upon the Vital Organs; Strengthening the muscular System, restoring the long-lost Complexion, bringing back the natural color of the face, and curing all classes of Nervous and all Nervous and Trembling Sensations, &c. THE FIRST BEECHAM'S PILLS FOR FEMALES IS CURRENTLY INVITED TO TRY ONE BOX OF THESE PILLS, AND THEY WILL BE ACKNOWLEDGED TO BE WORTH A GUINEA A BOX.

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"OWN CASED" Very Old BLACK BOTTLE WHISKY.

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BEECHAM'S PILLS

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness and Swelling after meals, Dizziness and Drowsiness, Cold Chills, Flushing of Heat, Loss of Appetite, Shortness of Breath, Constipation, Bloating on the Stomach, Sleep, Frightful Dreams, and all Nervous and Trembling Sensations, &c. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES.

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For throwing off fevers in hot climates they are especially renowned. These are "facts" admitted by thousands, in all classes of society, and one of the best guarantees to the Nervous and Debilitated that BECHAM'S PILLS are the most LARGEST SALE of any Patent Medicine in the World.

PREPARED ONLY BY THOMAS BECHAM, ST. HELENS, ENGLAND. OF ALL DRUGGISTS.

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WHISKY.

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DR. J. COLLIS BROWNE'S CHLOROXYNE

Vice-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 repeated to it that it had been sworn to—Times, July 15, 1897. DR. J. COLLIS BROWNE'S CHLOROXYNE IS THE BEST AND MOST EFFECTIVE REMEDY IN COUGHS, COLDS, ASTHMA, BRONCHITIS, NEURALGIA, RHEUMATISM, &c. DR. J. COLLIS BROWNE'S CHLOROXYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus generally popular did not the fact exist that it was literally untrue, and he repeated to it that it had been sworn to—Times, July 15, 1897.

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The new remedy "Oriental Pills" for all weakening disorders of the male sexual system. In potency, they are highly commended by leading physicians as being the only satisfactory and reliable treatment. Remedies heretofore employed prove most discouraging to the patient. The Oriental Pills encourage from the first dose and give unalloyed satisfaction to the finish. Securely mailed to any address for \$1. Plain practical pointers for self-cure sent with each package.

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ADIEU TO THE MEXICO.

Captain Thomas' Fine Old Steamship Finds an Ocean Grave in Dixon's Entrance.

Not a Life Lost in the Catastrophe Costs a Fine Passenger Steamer.

In the clear, cold light of last Thursday morning the Alaska steamship Mexico struck hard on a ragged rock at a point in Dixon's Entrance, about 1 1/2 miles northeast by east of Chacon cape, and went down in 65 fathoms of water, her crew and passengers, the latter including a large number of Christian Endeavor excursionists, having just two and a half hours from the time they were roused from their slumbers to save their lives by taking to the boats. There was no confusion, and every one of the 133 men and women on board lives to tell the story of the Mexico's last voyage.

It was 4:30 in the morning when the disaster occurred, the ship being at the time on her homeward voyage from Alaska. She had left Victoria on the 25th of July with a numerous party of Klondykers oddly mixed with joyous holiday makers, and had discharged her passengers safely on the trip. Then Jensen was visited and a call made at Sitka for the benefit of the tourists, the steamer being en route to the Yukon delta, the route usually taken by the Queen when the disaster overtook her. It had been foggy all night, and but poor progress was made in charge of the ship, Cornell, was in charge of the ship, and the gray cloud over the waters lifting with the coming of dawn, the Mexico was at 4:30 under full speed, with the north sea before her and a clear view of the water for a mile or more.

Suddenly, to quote Pilot Cornell, she drove hard on a rock, no sign of which appeared on the untroubled surface. The ship, shivered, and went on. The engines were immediately reversed, but with the way she had on the ship carried for her eighth or a quarter of a mile before coming round, and by this time the sound of the rushing water and the settling of the vessel told the pilot that her mortal blow had been received. He had, in the instant after feeling the blow, headed for the nearest land, in the hope that salvation might be gained by running for it. Five minutes, however, showed him that in the boats lay the only safety of those in his charge, while the time to make use of this means of salvation was limited.

The first on deck after the alarm was given was the purser, who tumbled up just as he had turned out of his comfortable berth. He only waited long enough to ask a single question, then dived into his cabin again to make a hasty toilet and throw his portable belongings into a valise. A lady passenger, who also remained on deck just long enough to inquire if she would have time to dress. Captain Thomas was the third on deck, and he, too, required but a glance to confirm in his mind the pilot's view of the case.

Passengers and crew, in equal numbers, were all on deck in a few minutes, and ten minutes later the work of placing men and women in the boats had been accomplished. Then the male passengers were looked after, while the porter volunteered to make his way below and bring up the letter mail—the newspapers were abandoned to their fate. By this time the ship was under way, and it was far from pleasant undertaking to go below, and few cared to undertake it. There were enough, however, to make a round-up of the cabin, and the staterooms, and get together all the hand baggage, which were, with the mails, placed on two of the life-rafts and these got ready for lowering behind the ship's launch. A hurried scramble for fresh water and eatables—and the time to leave the ship had come.

It was just at this moment that some one thought of Charles Berry. This individual seemed to bear a charmed life, and at the same time to be a veritable Jonah. He was on the Willapa when she made her eventful voyage, and the north sea abruptly ended by her piling on the rocks on the eastern island coast. At that time he had attempted suicide, but had been prevented, and after his passage on the Mexico his suicidal mania returned. The day before the steamer made Sitka he had approached the officer of the watch in considerable excitement and inquired where the captain was to be found. The skipper was in his cabin, and Berry was so informed, at the same time being asked what it was he wanted. He replied causticly his questioner to start back in astonishment—for he only wanted, he said, to get the captain's permission to jump overboard. Realizing that he had a maniac to deal with, the officers, as soon as they recovered themselves, suggested that there was ample time, and that as the captain was sleeping Berry should not disturb him until morning. This advice he accepted quite readily, and nothing more was heard from him night.

Early the following morning Pilot Cornell was awakened by the sharp ringing of the ship's bells, and the reversal of the engines. He arrived on deck just in time to lend a hand with the boats, for Berry had decided to wait no longer, and had jumped overboard. On striking water he changed his mind, however, and swam lustily until the relief party picked him up. After that he was confined under lock in a lower cabin, that was practically a prison.

Here he was, all but forgotten when the boat, and these latter were about to desert the sinking steamer. There was time to reach him, and this done the captain, crew and passengers stood by, radiant and with white faces, to see the last of the good ship that had borne them so short a time before.

"I never saw a vessel fight so hard for life," said Pilot Cornell in describing this last scene in the Mexico's career. "If it had not been for the hundred and sixty tons of ballast coal in her I am practically certain she would have waterlogged and been floating yet. As it was she filled and settled gradually until the sea, with a single gull, seemed to swallow her up. It was in 55 fathoms of water, and so the good old Mexico is gone beyond all hope of recovery."

RETURN OF ISLANDER.

Her First Load of Argonauts Safely Landed at Skagway Bay.

Depressing Outlook for Those Who Neglected to Provide Pack Animals.

"Advise every one who may be looking toward Klondyke to wait until spring before starting for the gold fields." Such is the message received from Mr. O. H. Van Millingen, who left here some weeks ago with hundreds of other treasure seekers. And his word of caution is seconded and endorsed by all who have reached Dyea or Skagway, and the ways to the upper Yukon, and find themselves brought to a halt by the impossibility of getting their pack animals with the present inadequate facilities for packing.

"The road from here to Dawson is a road from dead men's bones," writes another prospective millionaire, who perhaps takes a somewhat exaggerated view of the situation, but whose note of warning is nevertheless not to be disregarded.

All advice—by both the Islander and the City of Topeka, which arrived back yesterday—agrees on the one important point—half of those who have already reached Dyea or Skagway will be left to starve to death, and the other half will be worse than that, for others to attempt the Yukon, and a half from food, and hence it must lie close to the surface. The place is marked by a little floating kelp, but not sufficient to excite any alarm in the mind of a navigator accustomed to the waters of the north.

Mrs. Eugene Stahl, wife of the editor of the Alaska News, and her two daughters, one about sixteen years old and the other an infant of fifteen months, were passengers on the Mexico. Mrs. Stahl, who is a lady of exceptionally pleasing address, tells the story of the wreck in a simple, yet touching, way. "The night was dark and foggy," she says, "and the ship was drifting about while the officers kept watch of the tides and currents, so that we could tell where we were. Just about daybreak the engine was started up and less than ten minutes after a tremendous shock was felt, which nearly threw some of the passengers from their berths. I sprang to the window of my stateroom and saw a young fellow, whom we call Tommy, one of the crew, call to me. I asked him what the matter was."

"Struck a whale, mam as he said, and hurried along. "A short while after a rap came to the door and a voice said, 'Get into your clothes quickly. Wrap your baby in a blanket and follow me.' My daughter and I did as we were told, and going out upon the deck found everything in perfect order and not the least trace of excitement. The women and I looked very pale, and as I went down I saw that I never felt in my life like I did when the call came to leave my stateroom. None of us seemed exactly to realize what had happened. We were more like a lot of people at a funeral than the victims of a shipwreck. When the word came to lower the boats and we were lowered near boat number one, and the crew did everything that could be wished. Fortunately the sea was perfectly calm. I don't think about our luggage, although most of us had our hand bags with us. When the boats were all clear of the ship they lay at a short distance watching her chances of winning fortunes in the diggings are reduced to the barest margin of possibility.

As a result the dreary road between Skagway and Tagish is now marked by a trail of melancholy prospectors with little or no prospect of continuing their journey for many months. The men with their outfits are depleted that their chances of winning fortunes in the diggings are reduced to the barest margin of possibility. The predicament complete the forage along the trail has been exhausted and those who neglected to take with them fodder for their stock will have the misfortune to see their horses die before their eyes with no means at command by which to save them. When the Roanoke, George W. Elder, George E. Starr, David C. Quigley, Danube and Bristol shall have discharged their participants in the rush, it is speaking well within the facts to say that no fewer than six thousand men, and many of these city folk all unused to the privations and hardships of the wilderness, will be found between Skagway and the Yukon delta, and taken their way to the mines. The tedious work of discharging the heavily laden steamer by ship's boats and rafts was accordingly adopted as a preference, and well did all join in, that the task was much more speedily accomplished than anyone would have dared to hope, Thursday seeing the last of our treasure seekers, and the cabins and hold of the O. P. N. flagship again deserted.

During the progress of discharging the steamer the men in the command pressed, 400 men at the lowest estimate, were housed on the Islander through Captain Irving's thoughtfulness. As it rained all but continually, the men of greater part of the time, the conveniences of the big steamer were never more heartily appreciated.

It only required this final courtesy of the Commodore's to seal the good opinion formed of him and his officers by the numerous passengers, who before the vessel cast anchor for her return took occasion to express their opinion of the Islander's management and officers in a complimentary address which Captain Irving will add with genuine pleasure to the large collection of similar collections of which he is possessed.

Warship for Japan. BERLIN, Aug. 9.—The Japanese government has ordered from the Vulcan works a battleship of 800 tons, to cost \$1,000,000 marks.

TEN MILLIONS A YEAR.

Donald Ferguson's Opinion of the Klondyke Which He Will Back With Eastern Capital.

Stewart and Other Rivers to be Exploited for the Rich Quartz Leads.

From the Seattle Post-Intelligencer. Millions of capital—the hoarded gold eagles of the effete East—will flow in a glittering stream of wealth into the Klondyke country during the ensuing year.

M. Briedenboer, the famous mining engineer and metallurgist, who is in the employ of the Rothschilds, the great European financiers, has already called for Alaska and will ascend the Yukon and Klondyke rivers to their very headwaters in search of the hidden gold. Mr. Briedenboer has been in San Francisco for a month past. He was ordered there at the beginning of the Klondyke excitement. He has not told anyone of his mission, but one who knows him well comes the statement that his errand is to ascertain the extent and richness of the new gold fields and to report at the earliest possible moment by cable to his employers.

Whether or not the Rothschilds desire to corner the gold of the world as has been said so persistently by the Bryanites, it is evident that they will not overlook a point like the Klondyke. New York capitalists are turning their energies and their wealth into the development of the new Eldorado. They see in it a possibly greater gold-producing region than California and Australia. Several expeditions have been sent out from New York. One syndicate is headed by Addicks, the Delaware gas man. Clarence King, one of the best known mining engineers and metallurgists in the world, is in the city, looking into the Klondyke matter for certain people in New York and London.

Donald Ferguson, who has spent twenty years in scaling the ramparts of the Rockies, in the Sierra Nevada in California and Mexico, and the Cascades in Washington, is here in the city, representing some New York capitalists. He is also looking out for "No. 1" as well. Ferguson knows all the old-timers in mining on the Coast and in Colorado, and has operated for the past two years between the latter place and New York. His office in the latter city has been at 35 Wall street, and he is well known to all the big mining men in the metropolis. Ferguson had planned a great scheme for the development of the gold fields of Central Bolivia, where for centuries the virgin metal has been taken out from the beds of the streams emptying into the Atlantic. He carried 200 miles over the Andes on the backs of mules and Indians. But when the plans of himself and his associates were made known to the government of Central America, hundreds of Ferguson's old companions in Colorado and California were stricken down with the plague and died. He concluded that the mines in Central America was not good and waited for cooler weather.

While sojourning at San Francisco the steamer Excelsior arrived with half a million in Klondyke nuggets and two score of returning argonauts. A few days later the Portland touched the wharf at Seattle with over \$1,000,000 in Klondyke gold, owned by sixty-three miners. The news was flashed over the country immediately, and the eyes of capitalists of Europe and the United States were fastened on the new Eldorado of the North. Ferguson abandoned his plans, although it meant the loss of thousands of dollars expended for machinery and a great amount of time. He communicated with his New York associates by wire, with the result that he at once came to Seattle and prepared to go North by the earliest possible means of conveyance.

Ferguson is a case-hardened, experienced, sagacious old miner—that is, old in experience, though not in years. He is still on the bright side of forty. His New York associates are J. L. Prescott, of 11 Jay street, and J. H. Everett, of 35 Wall street, New York. The former is a millionaire stove-pipe manufacturer, and the latter is a retired capitalist. Mr. Ferguson was seen at the Rainier Grand last night, and he said that in his opinion Alaska and the Northwest Territory are to see a truly wonderful development in the next five years. He believes that the great particles have been ground out by the elements and have undergone a cold weld. It is now conceded that small particles of gold traveling down long watercourses will congregate and form into nuggets. Either this is the process which has resulted in the deposit of the Klondyke placer beds, or else the gold has been thrown up and deposited at the bottom of the streams when the country was in the tropical zone. I hold to the theory which includes the existence of quartz ledges and intend to try and locate some of them."

Mr. Ferguson said in conclusion that stamp mills and mining machinery of all kinds will be introduced in Alaska and the Northwest Territory in a short time. He reasons that gravel running \$10 per ton, which the placer mines reject as profitless, will yield a handsome profit when treated by stamp mills.

Mr. Ferguson said further that he had recognized here and at San Francisco not less than 500 miners whom he had encountered in the years he has spent on the coast and in Colorado, New Mexico and Old Mexico. He has conversed with them at San Francisco and here. They are going into the new gold district as rapidly as they can find means of conveyance, and will systematically search for gold, guided by the years of experience gained in the older districts in the United States and Mexico.

THE WAY IT MAY BE. A Chicago dispatch says: "Claim-jumping, bloody fighting and a general reign of lawlessness are feared in the Alaskan mining fields this winter and next spring, as the result of laxity of law and a general influx of adventurers and prospectors, such as are crowding the Klondyke region."

RECENT INVENTIONS.

Fireman's spectacles or eye protectors are formed with double lenses of wire mesh metal set in a holder and held in place by a rubber strap around the head.

A new bicycle tire, which the inventor claims cannot be punctured, has an outer casing of metal shoe or rim surrounding the rubber tire, the flange of the outer rim projecting around the tire to prevent its coming off.

To prevent all unfairness in the starting of bicycle races a new invention is made of an inclined plane for each wheel to rest on, the back wheels being held fast by a series of bolts which are withdrawn simultaneously by the starter.

Shoe strings are safely tied without the use of knots, by means of a new device which fastens to the shoe upper near the toe eyelets, being formed of a disk or plate, with a curved clip projecting from the side into which the string is forced.

A British seaman has invented an improved life buoy and rescue signal device, in which the rescue signal is flexibly attached to the buoy so that it can be lighted and thrown overboard with the buoy in a few seconds, thus avoiding the delay which is so often fatal.

MR. DURRANT'S CASE. SAN FRANCISCO, Aug. 8.—Though Durrant's appeal from the order of Judge Bahr, setting June 9 as the day for his execution, is set for argument to-morrow morning in the supreme court, a motion will be made by the prisoner's attorneys to have the argument postponed. The grounds of the motion that will be made for this purpose are of several kinds, under which the execution itself was postponed pending the appeal in the habeas corpus proceedings.

The principal contention made by Durrant's attorneys in this appeal from Judge Bahr's order is that the judgment rendered is void, in that the indictment filed in the case is defective, and that the prisoner is entitled to a new trial. The principal contention made by the state's attorneys is that the judgment rendered is valid, and that the prisoner is entitled to a new trial.

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SUNDAY PICNICS.

KANSAS CITY, Aug. 9.—Bishop Fink, of the Roman Catholic diocese of Leavenworth and Kansas City, has had read in all the parishes of the diocese a letter forbidding members of the Catholic church attending the Irish-American picnic to be held in Kansas City next Sunday.

Bishop Fink gave as his reason that Sunday is a holy day on which all Catholics are obliged to do their duty toward the Church and God, and that a public picnic is not a fit observance of the day. He said also that holding a picnic on the Sabbath is in direct violation of the law of the Catholic Church.

Edmund Lynch, president of the United Irish societies, says that the picnic will be held, notwithstanding Bishop Fink's letter.

Telegraphers Troubled. LONDON, Aug. 9.—The answer of the postmaster general, the Duke of Norfolk, to the demand of the telegraphers is not forthcoming as expected, and if the telegraph operators carry out their demand, an almost complete stoppage of service is probable during this coming week. The delays in transmission of messages are already scandalous.

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[FROM THE DAILY COLONIST, AUGUST 12.]

NOTABLE ARRIVALS.

An American Naval Officer Gossips on the Floating Strength of New Japan.

M. Gerard, a Friend of Spain's Murdered Premier, Arrives From Pekin.

It was 2 o'clock yesterday morning when the tender R. P. Rithet returned from the Empress of Japan, and it was three hours later when the big white liner proceeded to Vancouver. Among those who crossed the Pacific on the Japan was Mr. W. N. McKelvey, a second lieutenant on the U.S. warship Olympia...

Rev. H. V. Neyses, who disembarked at Victoria yesterday the guest of Rev. A. B. Winchester, who went out to meet and welcome him. Mr. Neyses has been in China, assisting in some way or other in spreading the gospel. He says that since the China-Japanese war a new era for the advancement of Christian work has set in particularly in the southern part of the Flowery Kingdom...

"I find the people there," he said, "more ready to receive foreigners now than previous to the war. They appear to have been touched generally by the overwhelming victories the Japs secured over them."

Mr. Neyses, who is connected with the Canton seminary is journeying to the Eastern States.

Henry Hewitt, another passenger, who landed here is the secretary of the St. Paul Lumber Co., of Tacoma, which firm he says last year shipped 85 cargoes of lumber to different parts of the world. Mr. Hewitt took passage for his home on the City of Kingston yesterday. For nine months he has been continuously travelling, spending not even as much as a week in any one place. Starting out from Tacoma he went to Hawaii, then to Fiji, to the South Sea Islands, Australia, New Zealand, and numerous other southern countries, to Hongkong, to China, to Russia and to Siberia. With China the traveller was almost infatuated. He speaks of it as the finest country in the world. The people are friendly, but the government, he says, is rotten. Along the Amoor for hundreds of miles he traversed it as fine country as he ever saw in Montana. The contract for a railroad from Pekin to Hangchow, a distance of about 730 miles above Shanghai on the Yang-tse-kiang river, has been let to Belgians. The road was surveyed by W. W. King and C. G. Washburn, two Americans, and is to be built according to the former's authority, by French and Russian capital. Russia is building to Emon, along a branch of the Amoor, a railroad 350 miles. Travelling by train is generally good in Russia, says Hewitt, states, nearly as good as in the United States. The speed of the trains is not so great as in the former country in the latter, but the Russian attendance is all that could be desired. The Amoor, Mr. Hewitt states, is navigable for 2,000 miles, and there are in constant service on it 85 steamers and as many more barges. Mr. Hewitt's travels were all in the interests of business, but he does not report having obtained any important contracts.

Among other passengers on the Japan was M. H. E. Gerard, the French minister at Pekin, who is now returning home on leave, his position in the Colonist capital being temporarily filled by the French consul at Shanghai, M. Gerard has been stationed at Pekin for many years, and it is credit to his name that the Chinese regulations regarding the purchasing of property in the Flowery Kingdom were changed, so that French residents could now buy homes without consulting Chinese officials. This legislation was brought about subsequently by representatives of other countries, first by Col. Denby for Great Britain. M. Gerard was greatly surprised to see the account in the Colonist of the assassination of Premier Sagor Canovas of Spain. He knew him well, having met him first while he was acting as French minister to Spain. "He was a friend of mine," said M. Gerard, "and when I read the headlines announcing the news of his death I was greatly startled. He was a very scholarly man and a great statesman."

M. Gerard could not speak on politics. "You see," he said, "we French ministers are not like English ministers—we cannot speak. I might say, however, that I have been in Pekin since before the war with Japan, and I can see that the Chinese have been greatly awakened to the studies of civilization all about them. China is sure to come into closer connection with the West, and in the near future there is sure to be an enormous trade carried on between both. M. I. Neshikawa is the manager of a bank in Tokio who passed on to Vancouver en route to London on financial business and F. A. Morgan another passenger is the commissioner of customs for China. He is going to Vancouver to meet his wife and family journeying from India to meet him. Still other passengers were Surgeon-Captain E. Edge, who has been two years in a Hongkong regiment, and who is now going home on leave; Mrs. H. M. Bevie, the wife of the manager of the Hongkong-Shanghai bank; Rev. Correll and family, Rev. C. Cumming and family, Rev. S. P. Fulton and family, and Rev. J. A. Selby and family, returning missionaries. Japan brought nine intermediaries, 223 steers and passengers and a full cargo

of general freight. Nineteen Chinese were her only Asiatic passengers destined for Victoria. The bathing of these as also the fumigating of the mails is what delayed the tender at quarantine.

NEWS OF HOME MINES.

Alberta is again becoming of interest, owing to the mining claims on China creek, as though a number of set-backs had occurred to that district after things have made a start, yet Alberta is in a fair prospect of at last reaping benefit from the mines inside the E. & N. The new road is now put through to the last mile which work is still progressing. The road, though as yet soft and possessing the peculiarities of all new roads, has come none too soon, as several of the mines on China creek bid fair to be producers before very long. The Alberta Consolidated Co.'s property shows better now than ever before, and it is said that an English company is going to develop and handle the Golden Eagle claim at the head of China creek. The Thistle and Douglas claims at the head of Frank creek show promise, and it is believed that these claims will eventually, from the present showing, turn out paying producing properties. Work has recently been done on the Defender and Good Enough claims on Granite creek and the results have been most encouraging.

A number of men have been working on the Champion and Mission claims on Mineral Hill and have already got ten tons of ore ready for shipment on the completion of the new road. The men working receive for their respective percentage of the value of the ore, which speaks well for the value of the claims mentioned. It is believed that work will be better before long on some of the hydraulic properties on China creek, though at present what is going to be done is not definitely known. The Canadian here has lately been attracting considerable attention, the claims held by Messrs. Childs & Hansen being of especially good looking ore, are giving a good value for the average samples. The owners expect to be shipping paying ore within a short period, as they have a lead 20 feet in width 600 feet from the canal. It is expected that within ten days, the tunnel driven at Chestnut Hill will strike the lead, meanwhile three shafts are working steadily. The same company have a camp working at "Lynchwood" and another at "Brimingham Inlet, both of which are on promising leads.

At Claycut considerable development is being done, the Hattie Green is having a tunnel driven on it, and several other properties on Bear river, Kennedy lake and district are being opened up.

A few men in this district talk of going up to the Klondyke or the Yukon, but the greater number prefer staying by the promising prospects here rather than venturing on very distant prospects—in two senses—elsewhere.

LEAD PROFITS NOT DECREASED.

Relative to the report that the Slocan Star mine, in the Slocan country, is about to close down on account of the low price of silver and the high price of lead, a smelter representative said: "In 1896 lead averaged about \$2.60 for the hundred and the duty was three-quarters of a cent a pound. This year the price of lead is about \$3.50 per hundred and the duty is now one and one-half cents a pound. There is more profit in mining lead now than last year, as can be easily figured out."

REPORTED SALE OF CALIFORNIA.

"I see that a Roseland dispatch states that it was reported there on good authority that the California mine, belonging to the Big Three Gold Mining Company, had been sold," said Jay P. Graves in Spokane. "I am a director and shareholder in the Big Three Gold Mining Company, and that company does not own the California mine, and never did, and if there is a sale in completion of the California mine by the California Gold Mining Company I have no knowledge of the same."

BIG-BEND HYDRAULICING.

The French Creek Mining Company, now operating in Big Bend, is capitalized for \$2,000,000, and is mostly controlled by five or six people of Chicago and Milwaukee. It is operating on a half mile of ground on French creek, covering the well known claims Chicago, Roy's Gold Hill, Honduras and Nugget. There is an immense body of gravel there and the cubic contents of the gravel likely to pay well is estimated at 20,000,000 yards. The company have in complete plant costing \$30,000 in trucks to go to the ground and are pushing it through so as to have it nearly all put in by fall. But for the unusual success of the river this year they would have been much sooner on the ground, but they will be all ready to wash next season. They have installed a sawmill which has a capacity of 10,000 feet per day, and it is now cutting. They have about 60 men employed on flume work, of which they are putting in about 2,000 feet, and they soon expect to have their pipe line in place, as the steamer Lytton has already taken up 20 tons of it to LaPorte. The head of water will be 400 feet, and washing will be started probably on the Gold Hill claim. The company are also working about 60 pack animals and intend to have 70 or so packing from LaPorte to French Creek. Geo. J. Atkins is president and manager of the company.

A RUSH FOR SILVER.

The prospectors sent out by the East Colerany Prospecting and Development Company, after having made some promising locations on Isaac's creek, a stream emptying into the Columbia, about half way between Arrowhead and Revelock. Three of the claims are on a ledge that is well defined, ranging in width from 10 to 12 feet. It is a high grade silver-lead property, carrying 90 ounces in silver, 75 per cent lead and \$1.80 in gold. The claims are about seven miles from the Columbia and easily accessible by wagon road. A rush is being made to the locality, and a number of claims have been staked off.

THE IRON MASK.

Things are wearing a rosy hue at the Iron Mask mine at Roseland. Pay ore has been struck in both the east and west sections, and the prospecting on Star gulch, but the strong feature of the present situation is on the west side of the shaft. The west drift is now 68 feet long and has been in pay one foot and a half. The whole face of the drift is not in fine ore, which is being taken out and shipped to the smelter. This has developed the fact that the position of the Iron Mask very greatly, and reflects much credit upon Sam Hill,

the young superintendent. The mine now has a fine ore body at a greater depth than ore has been found before. This ore body is not only at a good depth, but it is of great extent, and it is claimed, so that it has ground in which to run for over 1,000 feet. The finding of a body of pay ore on the east side of the Iron Mask ore body, which is now being claimed, is a very important discovery. The Iron Mask ore chutes runs into the Virginia ground.

COMPRESSOR FOR THE SUNSET.

A new seven drill compressor, hoist and 30 horse-power boiler were ordered yesterday for the Sunset. No. 2 at Roseland. The compressor will be placed on a level bench of land a little west of the wagon road, which runs near by. The hoist will be over the shaft on the south side, where there is now such a fine showing of ore, and some distance higher up the hill than the compressor. Ground is already being cleared for an office building and a house. When these improvements are completed, the Sunset will be thoroughly and comfortably equipped for business.

LEECH RIVER QUARTZ.

One hundred and seventy-six dollars per ton at a depth of four and a half feet is a good enough prospect on a free gold proposition to cause a very considerable rush to the Leech river. The quartz veins there are entirely overshadowed everything else in the way of exploitation of the hidden wealth of the land. The prospectors are now being directed to Leech river where the best lead is situated.

For about ten months Messrs. Bentley & McGregor have been out tramping the southern portion of the island on a prospecting tour. First of all their attention was turned to certain deposits of lead, as they had proceeded to develop and on one claim sank a shaft twenty feet, but the mineral could not be found in paying quantities. They then proceeded to prospect for gold, and in a few days they had discovered a number of thousands of dollars in gold had been taken out of Leech river in the early days and also aware of the fact that at the present time a colony of gold hunters make exceedingly good wages washing the gravel of that stream on the various bars in its course, these two prospectors were on the look out for some place where they could find quartz lead which all miners believe to be a reason de etre of the deposits found in the river bed itself. In this vein they were successful, and the latter part of last June a ledge was located which has been pronounced by many experts to be a true fissure vein, and it is well known that the quartz veins of clearly defined hanging walls of slate on both sides. The claim was visited recently by Mr. W. J. R. Cowell, from the mine which he has been prospecting with his hammer the vein showed an average of \$15.60 across its entire width. A shot was put in and fired from the quartz thus disclosed. Mr. Cowell took away some samples, which two feet gave a return of \$24.50. But at a depth of four and a half feet the astonishing value of \$176 per ton was shown. The prospectors are now on the look out for a claim in the latter part of last June a ledge was located which has been pronounced by many experts to be a true fissure vein, and it is well known that the quartz veins of clearly defined hanging walls of slate on both sides. The claim was visited recently by Mr. W. J. R. Cowell, from the mine which he has been prospecting with his hammer the vein showed an average of \$15.60 across its entire width. A shot was put in and fired from the quartz thus disclosed. Mr. Cowell took away some samples, which two feet gave a return of \$24.50. But at a depth of four and a half feet the astonishing value of \$176 per ton was shown.

The claim is situated about one mile from the old government office at Leech river, and can be reached by a good road. The claim is about 20 miles point it is 20 miles distant. With a horse and buggy visitors can drive to within ten minutes' walk of the shaft. In view of the fact that the claim is with him the gold is plainly visible to the naked eye, but many pieces of the rock which have been tested, although to the eye they show no gold, when put in a mortar and some very many small pieces of gold were found.

As Leech river practically runs across the ledge, it will be seen that the prospectors have a fine opportunity to operate a stamp mill and the actual cost of mining the quartz on the property is developed would not, in fact, be very high. The prospectors are now on the look out for a claim in the latter part of last June a ledge was located which has been pronounced by many experts to be a true fissure vein, and it is well known that the quartz veins of clearly defined hanging walls of slate on both sides. The claim was visited recently by Mr. W. J. R. Cowell, from the mine which he has been prospecting with his hammer the vein showed an average of \$15.60 across its entire width. A shot was put in and fired from the quartz thus disclosed. Mr. Cowell took away some samples, which two feet gave a return of \$24.50. But at a depth of four and a half feet the astonishing value of \$176 per ton was shown.

Messrs. Bentley and McGregor, in common with all old timers who recall the past, quantities of gold taken from the benches of the river, believe that there are great things still to be developed in Leech river.

THE GREAT BERNHARDT

Stands at the Head of Her Profession.

She Speaks About Palme's Celery Compound.

The immortal "Sarah" provokes enthusiasm, admiration and curiosity wherever she appears before the public and has never had an equal in the history of the stage. Sarah Bernhardt fully appreciates the immense advantages of health and strength which she derives from the use of Palme's Celery Compound, and she writes as follows: "I have been a great sufferer from asthma in my great stages for years, very frequently having had to sit up nearly all night. I had consulted physicians in England and Canada without permanent relief. A friend who had been cured by Clarke's Kola Compound advised me to try it, and after having taken three bottles I am completely cured. It is almost two years ago since my recovery, and asthma has not troubled me since. Since my recovery I have recommended Clarke's Kola Compound to many and in every case it has proved a perfect cure. Sold in Victoria by D. E. Campbell and John Cochrane, in Vancouver by Griffiths & Co. The trade supplied by Langley and Henderson Bros.

ASTHMA CAN BE CURED.

It has been recognized for many years by medical scientists that nature has supplied a creation with remedies in the vegetable and mineral kingdom wherewith all forms of ailments to which animals and human beings are susceptible can be cured, but until the discovery by Stanley of the wonderful Kola plant along the Kongou river in Africa some years ago, asthma was thought incurable, in fact it was only by the investigations made by England's most noted physician, Dr. Clark, some years later, when it became known that asthma could be cured by combining the extract of kola nuts with other extracts of vegetable drugs. Clarke's Kola Compound is now recognized to be the only permanent cure for this most dreaded disease. Mr. F. P. Fainton, proprietor of Fainton's Medicine Store, Vancouver, writes:—"I have been a great sufferer from asthma in my great stages for years, very frequently having had to sit up nearly all night. I had consulted physicians in England and Canada without permanent relief. A friend who had been cured by Clarke's Kola Compound advised me to try it, and after having taken three bottles I am completely cured. It is almost two years ago since my recovery, and asthma has not troubled me since. Since my recovery I have recommended Clarke's Kola Compound to many and in every case it has proved a perfect cure. Sold in Victoria by D. E. Campbell and John Cochrane, in Vancouver by Griffiths & Co. The trade supplied by Langley and Henderson Bros.

THE CITY

ONLY four acceptances of places on the team of riflemen for Toronto and Ottawa have been received. Of the first four waiting men only two have signified their willingness to accept places called upon.

MANY of the Victorians who left here by the Islander on her last trip are reported to be encamped for the winter at Skaguay and working for good wages improving the trail that leads from that place over Moore's pass.

As a result of Sergeant Hawton's detective work, a youth, named Louis Morris, will appear before Magistrate Macrae to-day on a charge of theft. He is said to have stripped a vacant house on View street of its plumbing fixtures, and now the police believe that they have a lead pipe cinch on the offender.

A CURIOSITY in the way of a tuber was dug up in the potato patch of Mr. William Merrifield at Swan lake the other day. This was a tuber which had appearances an every day ordinary potato, but on cutting into this particular one it was found that a perfectly formed juvenile manna was growing in a cavity inside.

The Methodist camp meeting, for ten days past in progress at Kanaka beach, closed last evening with largely attended and very interesting services, conducted by Evangelist McKean, and participated in by Messrs. J. C. Speer, J. P. Hicks, Thomas Crosby, W. H. Eaton and J. F. Betts. It is intended to make the camp meeting an annual event hereafter, and to especially encourage the family camping feature.

The determination of the British Admiralty to make the North Pacific squadron as strong as any afloat is further evidenced by the detailing to this station of the famous torpedo boat destroyers Chaser and Viper, among the latest and most modern additions to Her Majesty's navy. In the same London cablegram which notes that they have been ordered to Esquimaut, the further news is given that the Sparrow and the Quail have been assigned for duty in American waters.

The Ladies' Aid of the First Presbyterian church had a well filled hall at their ice cream social last evening. The chair was ably taken by Col. McIntosh. The programme opened with a few congratulatory remarks on woman's place in the church by Rev. Dr. Forbes, of Victoria. The Misses Wilson rendered a piano duet very acceptably, and Miss Fraser responded to a well merited notice to her vocal solo. Mr. Pennock's recitation, "Jane Conquest," was given in his usual style. The "Old Testament" quartet charmed their hearers, and Miss Cameron's reading was well received. After a few closing remarks by Dr. Campbell, the cream and cake was served by the Ladies' Aid.

THAT MORNING MYSTERY.

Mr. J. G. Elliott's explanation in Sunday morning's Colonist of that peculiar light in the air that has been puzzling so many people of late, does not by any means satisfy those who have had the privilege of viewing the phenomenon. Firemen Swain and North for example, protest that it could not have been the reflection of any fire-raft that they saw in the sky, diffusing a dazzling radiance, how did it come that he was able to see it distinctly at his home in the Coal City. And now comes forward another witness in the person of Mr. E. Scrope Shrapnel, who writes from old Oak Bay to the following effect: "I noticed in your issue of the 8th instant a communication concerning the mysterious appearance of the morning light in the sky, as witnessed by Firemen North and Swain on the morning of the 6th. The suggestion that the illumination was caused by fire rafts does not lift the veil by any means. Myself and other members of my family watched the same brilliant light as described by the above-mentioned firemen for nearly two hours. The only difference was that it appeared to us to be directly over Mary Todd island, swaying from side to side slowly, and sometimes rising and falling in a similar manner. It was decidedly no reflection, being quite as bright, if not brighter, than the numerous stars in view. In view of the number and credibility of the witnesses, it is evident that something out of the ordinary has been seen by them. The local staff of the Colonist would be obliged if anyone seeing the mysterious light in the future would immediately communicate the fact.

At the residence of the bride's parents, 30 San Juan avenue, Tuesday night at 8, George H. Swinnerton performed the ceremony which made Miss Minnie M. Morrison—second daughter of Mr. D. S. Morrison, manager of Cunningham's cannery on the Skeena river, the bride of Mr. Edward J. Haughton of the C.P.R. telegraph staff in this city. Miss Eva Haughton was the bridesmaid, while Mr. G. H. Davey, night manager of the C.P.R. office here, acted as best man. The bride wore a becoming costume of white silk, trimmed in lace and adorned with orange blossoms, and carried a magnificent shower bouquet, the gift of the groom. The bridesmaid was dressed in cream cashmere trimmed with silk and lace. Only the relatives of the contracting parties were present at the ceremony, while among the numerous gifts received by the bride, the most notable was a diamond ring which she and her husband are held by all who know them, was a handsome sash bow from the C. P. R. telegraph staff. Mr. and Mrs. Haughton will spend their honeymoon on the Sound, leaving by this morning's Kingston, and returning will make Victoria their home.

HAMILTON GROANS

Are Turned to Song—and Pains are Effectually Dispelled by the Greatest of All Pain-cures—South American Rheumatic Cure.

Mr. J. McFarlane, 246 Wellington street N. Hamilton, says: "Was very bad with rheumatism for many weeks—ordered two bottles of South American Rheumatic Cure. Mrs. Phillips, 37, corner Hunter and Gait streets, Hamilton, says: "South American Rheumatic Cure is the quickest relief for rheumatism ever tried. Mrs. Parkin, Binbrook, says: "I had sciatica so badly that I could not put my feet to the floor; pains were intense. Great relief from one bottle—4 bottles completely cured." Mr. J. S. Byles, Grandinfort writes: "South American Rheumatic Cure is the best remedy in the world for acute rheumatism. Have tried it and know the truth." For Sale by Dean & Hiscocks, and Hall & Co.

ONE HONEST MAN.

Dear Editor—Please inform your readers that if written to confidentially, I will mail in a sealed letter, particulars of a genuine, reliable, weakness, loss of vitality, and permanently restored to health and many years, after years of suffering from nervous debility, weakness, loss of vitality, and shrunken parts. I was robbed and swindled by the quacks, until I nearly lost my mind in heaven. I am now well, vigorous and strong and wish to make this certain means of cure known to all who are afflicted with this disease. I can make no money, but being a firm believer in the universal brotherhood of man, I am anxious to help others to get well and to regain their health and happiness. I promise you perfect secrecy. Address with stamp: J. M. F. O. Box 56, St. Henri, Que.

Just a Word--Use PURE GOLD Flavoring Extracts.

Gold! Gold! Gold! HO! FOR THE KLONDYKE. Parties intending to outfit should call and inspect our prices before purchasing. We are the only house in Victoria running two complete stores. In the one we have Mackinaw Shirts, Underwear, Mitts, Gloves, Caps, Hats, Etc., while the other store carries Shoes and Rubber Boots of all descriptions. We do not believe in selling cheap goods for the mines. You will find when you get there that the best is none too good. See our 13 pound Blanket for \$7.50. It is without exception the very best for the money. A liberal discount to parties purchasing complete outfits from us.

Gilmore & McCandless, 85 AND 87 JOHNSON STREET.

EXTRA HEAVY BLANKETS, \$3, \$5.50, \$7.75 Pair. Mackinaw Jackets and Pants, 7 Pairs Heavy Wool Sox, \$1.00. Arctic Sox, 75c. per pair. Leather Jackets, Overalls, Top Shirts, Heavy Underwear, Etc. B. WILLIAMS & CO., HATTERS AND CLOTHIERS, 97 JOHNSON ST.

MICHIGAN COLLEGE OF MINES. A State technical school. Practical work. Special facilities for men of age and experience. The best of college education. For Catalogues, address Dr. M. E. WADSWORTH, President, Houghton, Mich.

THE ARMY AT WORK. LONDON, Aug. 9.—An official dispatch from Simla reports that the British force of cavalry and infantry and artillery which was sent from Peshawar yesterday to punish the rebels in the Mohamadan country, who under the Mullah attacked Fort Shabakdar, on Saturday, have overtaken them and defeated them after a hard fought engagement. The losses of the British were twelve killed and forty-eight wounded, the latter including three officers.

THE ROAD TO TOWNSEND. PORT TOWNSEND, Aug. 9.—Residents of this city are very enthusiastic this evening as the result of a telegram received from San Francisco, in which the statement is made that the Southern Pacific Railroad Company has secured control of the Port Townsend Southern railroad, and will complete a line to connect with the Southern Pacific at Portland. The Port Townsend Southern is built from this place southward 28 miles. When completed the road will tap the most heavily timbered section of country in Western Washington.

OUR I'S a... Other... Our I's are just they were fifty years we have cause. But we have less to praise ourselves do the praising more than willing us through other is how we look wholesale and Duluth, Minn, quarter of a cent vation writes: "I have sold a rilla for more both at wholes and have never but words of customers; not complaint has ever believe Ayer's be the best blood has been introduced public." man who has sold dozens of Ayer's is strictly testing only cure the world over "Nothing but Ayer's for Ayer's S...

THE INQUIRY Inspector Collister Grave Abuse of Position. Material For Broth... The Willap Trip Comp...

Whether Captain J. government inspector did not make position for of personal split subject of a formal Captain Gaudin, from marine department, ac instructions from the the inquiry was to h some days ago, but nments have been necre from the city of and it was not until y that the hearing of the ceeded with, Mr. Geor ducting the "prosecu several events in the the first of which is b formation of James Ta ter. This gentleman o asserts that he had b the alteration of the st but had lost his work t that contract throug ter's interference. The in Mr. Tagg's complaint, Edward Kermode, was tiled to having heard that he "swan" make and his crowd." It w that Tagg had been to that might put in tain Collister objected played on the job, and ously have to go. An shipbuilder W. J. Stev the substance of a cov had with Captain the quilman, in which man had informed have to let Captain Collister his employment on the steamer's owners did n policy to offend the tain Collister had gretted the necessity f al, as he admitted he able workman, and satisfaction. The sa Stevens, charged that had endeavored to pre giving him the buildi steamer Swan, and has done all in his power tract for his friend Another instance was Captain Collister was also objected to his gagement as superin pairs of the Caribbean of the testimony; he the steamer was systemically "pulli particular ship builde at the expense of oth though not in his fa vor. The inquiry point, when an adju for and obtaining m money to be contribu Captain Collins, man Coquilman, and Oliver tell what they know stances of Tagg's di Shaw, the contractor repairs, gave evidence the best of college ment. Dr. M. E. WADSWORTH, President, Houghton, Mich.

LABOR IS S... The exodus for the snow " has had a mat labor question in the fruit and flowers, sa cluse Call. At the p are three vessels li unable to obtain cr dzen others are path completion of their lo is gorged with freight on the Oregon Railw Company's wharf the will have to seek and the freight and pass land can be landed, coastwise trade are al

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utift should call and in- purchasing. We are the ing two complete stores. aw Shirts, Underwear, s, Etc., while the other ber Boots of all descrip- in selling cheap goods and when you get there out exception the very eral discount to parties s from us.

McCandless, NSON STREET.

ETS, \$3, \$5.50, \$7.75 Pair.

Jackets and Pants. Heavy Wool Sox \$1.00, 75c. per pair. Jackets, Overalls, Top Underwear, Etc.

COLOMBIA, 97 JOHNSON ST.

Medical Department. University of California.

THE REGULAR COURSE OF LEOTURES will begin Wednesday, September 1st, at 9 a.m. at the College Building, Stockton street, Chestnut street, San Francisco.

MICHIGAN COLLEGE OF MINES. A State technical school. Practical work. Special facilities for mining and metallurgical engineering. 45 weeks a year. Opened in 1850. For Catalogue, address Dr. M. E. WADSWORTH, President, Houghton, Mich.

BIRTH. COCHRANE—In this city on the 6th inst., the wife of John Cochrane of a daughter.

DEAD. STREWAT—At the family residence, 71 Kingston street on the 11th inst., Ronald, infant son of James and Marion Stewart, aged 17 days.

THE ARMY AT WORK.

LONDON, Aug. 9.—An official dispatch from Simla reports that the British force of cavalry and infantry and artillery which was sent from Peshawar yesterday to punish the rebels in the Mohmand country, who under the Mullah attacked Fort Shabkadar, on Saturday, have overtaken them and defeated them after a hard fought engagement. The losses of the British were twelve killed and forty-eight wounded, the latter including three officers.

CADIZ, Aug. 9.—The Anglo-Egyptian expedition up the Nile attacked Abu Hamid on July 29, and captured the place after severe fighting. Major Sydney and Lieut. Fitz Clarence were killed.

THE ROAD TO TOWNSEND.

PORT TOWNSEND, Aug. 9.—Residents of this city are very enthusiastic this evening as the result of a telegram received from San Francisco, in which the statement is made that the Southern Pacific Railroad Company has secured control of the Port Townsend Southern railroad, and will complete a line to connect with the Southern Pacific at Portland. The Port Townsend Southern is built from this place southeast 28 miles, and completed the road will tap the most heavily timbered section of country in Western Washington.

"I never knew that man to give a correct summary of any subject in which he was interested. He won't tell the truth, but he'll say what he wants to say." "And yet he ranks as a statesman."

Eczema Relieved in a Day. Dr. Agnew's Ointment will cure this disgusting skin disease without fail. It will also cure Barber's Itch, Tetter, Salt Rheum, and all skin eruptions. In from three to six nights it will cure Biting, Bleeding, and Itching Piles. One application brings complete relief to the most irritating cases. 35 cents. For Sale by Dean & Hiscocks, and Hall & Co.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.

THE INQUIRY OPENED.

Inspector Colliester Charged With Grave Abuse of His Official Position.

Material For Brothie Ledge Beacon—The "Willapa's" First Trip Completed.

Whether Captain R. Colliester, the government inspector of hulls, did not make use of his official position for the gratification of personal spite, is being made subject of a formal investigation by plain Gaudin, acting agent of the mine department, resident upon special instructions from the federal capital. The inquiry was to have been opened some days ago, but numerous adjournments have been necessitated by the absence from the city of material witnesses, and it was not until yesterday morning that the hearing of the charges was proceeded with, Mr. George E. Powell conducting the "prosecution." There are several events in the history of the case the first of which is based upon the information of James Tagg, a ship carpenter. This gentleman on oath yesterday asserted that he had been employed on the alteration of the steamer Coquilham, but had lost his work in connection with that contract through Captain Colliester's interference. In corroboration of Mr. Tagg's complaint, a fellow-workman, Edward Kermode, was called, who testified to having heard the inspector say that he "would make it warm for him and his crowd." It was soon after this that Tagg had been told by the foreman that he might put in his time, as Captain Colliester had been employed on the job, and he would accordingly have to go. Another witness was shipbuilder W. J. Stevens, who repeated the substance of a conversation which he had with Captain Freeman of the Coquilham, in which that gentleman had informed him he would be employed on the job, and he would accordingly have to go. Another witness was shipbuilder W. J. Stevens, who repeated the substance of a conversation which he had with Captain Freeman of the Coquilham, in which that gentleman had informed him he would be employed on the job, and he would accordingly have to go.

When Messrs. G. A. Dorsey, E. P. Allen and James Deans arrived here by the Islander, on Tuesday morning, they were all unaware that within a few hours an enterprising press would make them the heroes of a shipwreck. Still less prepared were they for the "news" that their summer labor in the interest of science had been all in vain. Their surprise was made complete when they read in the afternoon paper yesterday that they had "greater cause for grief than the officers" of the Mexico, by reason of the loss of that well-known craft. Naturally interested, and curious to learn the reason of this thunders, they read on and were informed that "these men," the paper explained, "were the scientists and naturalists who went north some months ago to gather specimens for the new Columbian museum at Chicago. They spent the summer on the islands bordering Behring straits and secured a valuable collection of birds and mammals. They also secured specimens and notes, together with the party's instruments, are in the hold of the Mexico, and like the steamer, can never be raised. The time spent on the islands can be counted as so much time lost. One of the gentlemen in the party had been engaged for six years writing a book on the history of the coast of Mexico, who has never seen snow or cold weather, with her little girl, is among the company. She expects to join a steamer for Skagway Bay, who went North on the Willamette some days ago. "I do not dread the expedition," said Mr. Balderson, "that is her name—last evening. There is a good deal of novelty about it, I suppose, and I know there will be a good many interesting and valuable specimens collected for the department of anthropology of the Field Columbian museum, of which he is assistant curator. They took with them no scientific instruments, because they had need of none, and they did not visit Behring sea or even contemplate going there. Their little daughter is now established in the study of the Hydah and Timpian races, and in the securing of specimens with which to exhibit their characteristics and customs to the best advantage. In this they were remarkably successful. The finest photos ever taken along the coast" being obtained by the good collection of Hydah skeletons and ancient relics. These filled seventeen cases which came down by the Danube with three that accompanied the three investigators by the Islander the visible result of the season's work filling 22 cases which went forward to Chicago by the C.P.R. yesterday morning.

As for the notes—six years' collections—for the book which one of the party is to write—Mr. Deans has still all the material at command with which to compile his interesting writings on the native tribes of the Pacific Coast. The Mexico's part in the affair? That is what the trio fail to understand, inasmuch as they did not so much as see her during the trip. Mr. Dorsey and Mr. Allen continue their tour to Southern California to-day, while Mr. Deans remains at his home in this city. Naturally, the members of the party were much affected by the news of their crushing misfortune. So overcome, indeed, were they that they could only express their feelings in the old familiar quotation, slightly amended to suit the circumstances of the case: "This true 'tis pretty, but pity 'tis 'tain't true."

One Source of Pain and Suffering Under Human Control. The remedy known as South American Kidney Cure never fails to give relief in six hours in all derangements of the kidneys, inflammation or ulceration of the organs and catch of the kidneys, inflammation of the bladder, etc. It purifies and regulates the urine, removes the sediment and prevents scaling. It is worth a thousand times its cost for prostatic troubles, such as enlargement, inflammation and ulceration of the prostate gland. For sale by Dean & Hiscocks, and Hall & Co.

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to five hours late, owing to the fact that so many vessels have been withdrawn from the regular traffic and put in "the rush to Klondyke."

MARINE NOTES.

Steamer Willapa returned from the Fraser yesterday, where she went for a shipment of empty salmon cans for Skeena. She left soon after Cape Scott and way ports. Salmon are now believed to be running plentifully on the coast. They have been seen in great number during several weeks past, but up to the time of the last run of the regular steamer they had not yet commenced to come in very close to land. The Quana returned from Salt Spring Island with her load of stone for the new beacon on Brothie ledge, Chief Engineer Grant is now superintending the construction of a caisson on the outer wharf, to be 20 feet at its base. This caisson is intended for use in laying the foundation of the proposed beacon.

Preparations for the Departure of the "Bristol"—A Stenographer Bound for Dawson City.

If those who are now leaving for the upper Yukon placers do not reach their destination until spring and then with greatly reduced equipment, they can blame no one but themselves for their mistake in setting out at the wrong season of the year. The advice of those who have gone before is don't try it until spring; the British government so recently as in July gave publicity to the same advice; and even the United States secretary of the interior has seen fit to address a caution to "whom it may concern," pointing out how little prospect there is at present of getting through the great river of the north, the passes even now being blocked with fortune-seekers and their equipments unable to make further progress.

WASTED SYMPATHY. The Field-Columbian Scientists Return, But Not as "Mexico" Passengers.

Their Collection Satisfactorily Completed and Duly Forwarded to Chicago.

When Messrs. G. A. Dorsey, E. P. Allen and James Deans arrived here by the Islander, on Tuesday morning, they were all unaware that within a few hours an enterprising press would make them the heroes of a shipwreck. Still less prepared were they for the "news" that their summer labor in the interest of science had been all in vain. Their surprise was made complete when they read in the afternoon paper yesterday that they had "greater cause for grief than the officers" of the Mexico, by reason of the loss of that well-known craft. Naturally interested, and curious to learn the reason of this thunders, they read on and were informed that "these men," the paper explained, "were the scientists and naturalists who went north some months ago to gather specimens for the new Columbian museum at Chicago. They spent the summer on the islands bordering Behring straits and secured a valuable collection of birds and mammals. They also secured specimens and notes, together with the party's instruments, are in the hold of the Mexico, and like the steamer, can never be raised. The time spent on the islands can be counted as so much time lost. One of the gentlemen in the party had been engaged for six years writing a book on the history of the coast of Mexico, who has never seen snow or cold weather, with her little girl, is among the company. She expects to join a steamer for Skagway Bay, who went North on the Willamette some days ago.

"I do not dread the expedition," said Mr. Balderson, "that is her name—last evening. There is a good deal of novelty about it, I suppose, and I know there will be a good many interesting and valuable specimens collected for the department of anthropology of the Field Columbian museum, of which he is assistant curator. They took with them no scientific instruments, because they had need of none, and they did not visit Behring sea or even contemplate going there. Their little daughter is now established in the study of the Hydah and Timpian races, and in the securing of specimens with which to exhibit their characteristics and customs to the best advantage. In this they were remarkably successful. The finest photos ever taken along the coast" being obtained by the good collection of Hydah skeletons and ancient relics. These filled seventeen cases which came down by the Danube with three that accompanied the three investigators by the Islander the visible result of the season's work filling 22 cases which went forward to Chicago by the C.P.R. yesterday morning.

As for the notes—six years' collections—for the book which one of the party is to write—Mr. Deans has still all the material at command with which to compile his interesting writings on the native tribes of the Pacific Coast. The Mexico's part in the affair? That is what the trio fail to understand, inasmuch as they did not so much as see her during the trip. Mr. Dorsey and Mr. Allen continue their tour to Southern California to-day, while Mr. Deans remains at his home in this city. Naturally, the members of the party were much affected by the news of their crushing misfortune. So overcome, indeed, were they that they could only express their feelings in the old familiar quotation, slightly amended to suit the circumstances of the case: "This true 'tis pretty, but pity 'tis 'tain't true."

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TURNING A DEAF EAR.

The Advice of Those Who Say "Wait Until the Spring Finds No Favor With Klondykers."

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If those who are now leaving for the upper Yukon placers do not reach their destination until spring and then with greatly reduced equipment, they can blame no one but themselves for their mistake in setting out at the wrong season of the year. The advice of those who have gone before is don't try it until spring; the British government so recently as in July gave publicity to the same advice; and even the United States secretary of the interior has seen fit to address a caution to "whom it may concern," pointing out how little prospect there is at present of getting through the great river of the north, the passes even now being blocked with fortune-seekers and their equipments unable to make further progress.

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BY STOCKEEN IS EASY.

A Miner Who Has Been In This Summer Warmly Advocates This Route.

One Does Not Have to Walk and the Country is Not Inhospitable.

(From the Spokane Spokesman—Review) John King, a miner well-known in Spokane, who has prospected and explored in the Black Hills, Arizona, Nevada, and was identified with the early history of the Coeur d'Alene, spent two months this year on the head waters of the Yukon, in the Cassiar and other districts. He was within 200 miles of Klondyke, and tells of a route to those famous placer diggings which he believes will enable passengers from Spokane to make the trip in twenty-three or twenty-four days.

Mr. King said yesterday morning: "I cannot understand why men going to the Klondyke diggings should take such a roundabout way as is outlined by the transportation companies of San Francisco, Portland and Seattle. The route which I believe feasible entails no more hardship than a trip to new portions of the Slovan or Fort Steele countries, except that it requires more time. This summer I was within 200 miles of the Klondyke diggings on the Yukon, which is the chief source of that lake and the Hootalinke river, the principal feeder on the Yukon, and most excellent. You can leave Victoria on a steamer for Fort Wrangle. From there you take a river steamer, almost as perfectly appointed as any steamer on the Columbia, for passage up the Sticken river, a distance of 150 miles, which will take the passengers to Telegraph creek, the head of the Yukon. The steamer ply on the Sticken is the Alaska, property of the Diamond S Trading Company, and the Oaledonia, belonging to the Hudson Bay Trading Company. From Telegraph creek you go by pack train and horses across table lands, teaming with grass and well wooded and watered, to Teelin lake, which is a large mountain by this route. Down Teelin lake the journey of 200 miles to the Hootalinke river is made in Indian canoes, with a few passengers themselves. From there the journey is made in the same canoes down the Hootalinke river into the Yukon and Klondyke, a distance from the lake of 150 miles.

"Making allowance for delays and other troubles the trip can be made in a time. Spokane to Fort Wrangle, four and a half days; trip on the Sticken river, three days; 100 miles pack train from Telegraph creek to Teelin lake, seven days; down the lake and rivers by boat, ten days.

GAME AND FISH PLENTIFUL.

"There are few white men in the Cassiar diggings now, but those there heard of the Klondyke excitement before. The news made him during that time that district have fallen into the hands of Chinamen, as has been the case in other districts on this continent. In the Cassiar country the 10th of May of this year, and work was then progressing on placer diggings. The season does not end there until the 1st of November. The cold is not as bad as painted. The cold is intense in the winter, of course, but it is a dry cold, and there are no winds to cut and scour the face. The wind is not as strong as in the spring they are fat and strong. There is grass in plenty for the animals which pass and rest on the route. The Diamond S Company has mules, and is obliged to cut hay for his animals in the winter. The Diamond S company is established along the trail from Telegraph creek to Teelin lake. The government built the trail, and it is a good one, you may be sure. The Diamond S company has a fine cayuse herd of 1500. This is because the two trading companies have a monopoly of the furnishing of supplies, and own many of the placer diggings. The freighters and packers for all the inhabitants. In that country there are plenty of caribou, moose and black bear. I had about myriads in Teelin lake. Salmon weighing as much as 40 pounds are captured and most of the mountain streams have trout in abundance. A few grouse and pheasants are occasionally seen in the country. In that country there are countless thousands of times.

RIVER ROUTE SAFE.

"I know of white men who have lived 30 years in that section and have grown children. It is a mistake to believe that the country is not inhabitable. The Diamond S company has a trading post at the head of Teelin lake. All its goods are brought over the government trail from the head of Mission on the Sticken. Early this spring the company tried the experiment of sending three barges laden with freight and provisions down the lake and rivers to the Klondyke post. Indians were placed in charge. The barges were safely landed at their destination and the Indians returned. When asked if the water route was safe they told the post traders that there was no more danger than on the Sticken, and that steamers could run as well as barges.

A Stranded Steamer. LONDON, Aug. 10.—The British steamer Justin, Capt. Tweedle, from Philadelphia, July 21, for Sliço, stranded on Wheaton rock, outside Sliço bay. She lies in a precarious position and is leaking. A tug and lighters are alongside, and are assisting her, and she may be floated at the tide.

Chimbley Mount Blanc. CHAMONIX, France, Aug. 10.—Forty French officers have just made a record ascent of Mount Blanc via the route followed by the famous Alpine guide, Jacques Balmat, who had been the first to reach the summit. The route of the officers followed has not been used since 1820. They made four attempts before they succeeded.

In these days of industry and progress do not wear a grizzly beard or mustache, when they can be colored a natural brown or black at home with Buckingham's Dye.

Will be found an excellent remedy for sick headache, Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

gerous rapids by this route. I believe it will be the future road to the Klondyke."

LONDON MONEY MARKET.

LONDON, Aug. 8.—Since the beginning of the month there has been the usual release of funds by the jointstock banks. Money is abundant, though the discount rates show a tendency to harden, owing to the prospect of gold withdrawals in the autumn. Japan will doubtless withdraw a portion of the proceeds of the last loan, and the continental demand, though reduced, may still continue. The chief factor, however, is the extent to which it may be necessary to largely draw upon the United States against the grain harvests. The European, Australian and Indian harvests are deficient, and the American supplies will be largely drawn upon. Indeed, the movement is already turning the course of exchange against London. For the time being gold remittances are averted by the steady purchases on the part of the British holders, if, indeed, remittances be not encouraged.

The revival of business and confidence in the United States is the most important feature of the situation. The increased activity of the stock exchange is largely due to the same cause, and the movement of the market has not yet met with a full response among operators here. Yesterday, for the first time of late, prices were above the level of cable quotations. The rise began with Northern Pacific preferred, which advanced 3/4 points upon the assumption that Mr. Underwood's resignation means an ending of the war between the competing lines, and that then everything may be hopeful. Other stocks have risen from 2 to 4 points, and Norfolk being especially strong. Canadian Pacific and Grand Trunks are quiet, the recent rise over the Klondyke sensation having exhausted their strength. The sailing of the steamer renewed vigor, chiefly in Kaffirs, and the foreign market is on the whole firm, with a decided improvement in Greek and Turk as the prospects of peace brighten.

WESTMINSTER.

As an example of how close together the salmon run, at times, on some of the favorite drifts, it may be stated that one fisherman caught 1,000 in one drift, at 6 o'clock on Sunday evening. He had a 60 mesh net, and it was only in the water a few minutes when it began to sink, and it required the assistance of two other boats to drag the net ashore. There, 500 of the fish were taken out, and sent to the cannery by a small steamer, but the fishermen still had the remaining hundreds on his hands.

The Western Fisheries and the Boutiller canneries shipped on Monday, a carload of fresh salmon to the Eastern markets. This is the fourth so shipped within the last fortnight. Shippers of fresh fish have been notified that the United States has imposed a duty of 1 cent per pound on fresh fish from Canada. This is in accordance with a late decision of the secretary of the United States treasury, who was called upon to give a ruling on the law (Dingley bill) as applied to the importation of fish caught in the United States, but howsoever after the importation of British Columbia salmon, and now the local shippers of this class of fish want the Dominion government to give a similar duty. This, of course, would be just what the fishermen want, and, if retaliation is contemplated, it should be carried out at once, at least before the color run.

A white spring salmon, captured in the Fraser on Sunday, was 62 inches in length and 2 1/2 inches in girth at the gills; great girth, 38 inches. For purposes of record, Capt. Peele took the exact measurements. It weighed 76 pounds. A new division will be added to the prize list book of the Royal Agricultural and Industrial Society for their next exhibition, for horses two and three years old, bred in British Columbia and exhibited by owners. It is probable that J. O. Snell, of Snellgrove, Ont., the well known breeder, will be a judge of horses at the fall fair.

A HAPPY GIRL. Miss Amelia Kelly Tells of Her Illness and Subsequent Cure—A Statement That Should Be Read by Every Girl in Canada.

Miss Amelia Kelly, a well known and much esteemed young lady living at Maplewood, N. B., writes: "I consider my duty to let you know what your wonderful medicine has done for me. In April, 1896, I was in the country riding over the Saanich peninsula course, were unable to do so by reason of conflicting engagements, a second trial of the steadiness of British Columbia riders at the long distance is being arranged for the 21st instant. In this the riders will be divided into two classes, those ambitious to distinguish themselves as fast long distance riders, and those who may wish simply demonstrate their soundness as steady road riders, and obtain the coveted arrow by completing the course within the ten hour limit. Entries may now be sent in to District Centurion O. H. Gibbons, of the O.R.C., who especially invites the following riders to participate in the event: Messrs. Deane, Barker, Spain and Leichter, of the Vancouver Bicycle club; Albert Deeming, of Wellington; L. A. Campbell, T. A. Johnston, A. J. Dallan, H. B. Haines, E. J. Nafel, Roy Nevin, F. Humber, T. P. Patton, T. E. Pooley, G. V. Cuppage and F. E. Alley, of Victoria.

ANNOUNCEMENT. A TOURNAMENT FOR THE JUNIORS. Now that the great tennis event of the year, the club's annual open tournament, has been most satisfactorily disposed of, friends of the game at home are turning their attention to the approaching tournament of the Tacoma club, and the annual meeting in competition of the local juniors. The tournament for the latter will begin on Tuesday next at the Belcher street courts at 3:30 o'clock, all the events being for players of twenty-one years and under, the entries to be sent in to Mr. F. T. Cornwall not later than Saturday of this week. The events will include a gentlemen's singles handicap, and open doubles for gentlemen, the entry fee being 25 cents in the single event and 50 cents for each pair in the double event. The first prize in the singles has been kindly presented by champion J. F. Foulkes.

Awarded Highest Honors—World's Fair, DR.

PRICES BAKING POWDER MOST PERFECT MADE. Pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. 40 YEARS THE STANDARD.

THE BAYS' REGATTA.

Saturday the 25th is Now the Date Fixed. With an Especially Attractive Programme.

In consequence of the original date conflicting with the Scottish sports at Calcutta park the managing committee of the J. B. A. A. have decided to advance the date for the annual club regatta to the 28th of the present month. On this occasion an innovation is promised which cannot but find favor with the general public, the straightway course being this year abandoned and all the events both starting and finishing at the club house—the course being out toward Coffin island and returning buoys for which an extremely promising field of starters is promised. The usual afternoon tea will be served to friends of the club at the headquarters of the regatta, and the prospect of a splendid day grows brighter as each day sees the preparations nearer completion. The crews chosen for the great four-oar event in addition to those above enumerated, and to be rowed in two trials and a final—were chosen last night as below: O. E. Bailey (stroke), F. J. Norris, H. Christopher and W. Stephens (bow). W. H. Jesse (stroke), N. McNeill, W. H. Wilkerson and H. Geiger (bow). H. Jesse (stroke), W. Lising, J. Bridgman and W. Adams (bow). George Watson (stroke), F. J. Nafel, J. H. Austin and J. K. Macrae (bow).

THE "KELPIE" IN PORT.

The well known yacht Kelpie of Seattle dropped anchor in James bay at about 3:30 o'clock last evening after a pleasant run across the Straits. She had with her a party of prominent Seattle residents consisting of Judge W. H. Moore, F. W. Hawkins, A. E. Ritzwiler and John B. Condon. En route from Seattle the yacht called at Port Gamble, Port Townsend and Port Angeles. She left the last mentioned port at 4:30 o'clock yesterday afternoon, and was off the wharf three hours later. Her party will remain in Victoria a day or so, and will then leave on a cruise among the islands.

THE WHEEL.

PAUL HAMPTON IN VICTORIA. Among the guests at the Mount Baker hotel during the past week or ten days has been an English gentleman cyclist, whose name is as familiar to the British follower of the racing game as that of "Pald or Cooper is to Americans—Mr. Paul Hampton. His best performances have been, like the feats of all the great British riders, at the long distances, although he enjoys the distinction of having been the first rider on the west side of the water to ride the mile under two minutes. This was accomplished at the famous Herne Hill track, where also Hampton distinguished himself by compiling the greatest mileage on record in the last hour of a twenty-four hour trial of speed, strength and endurance.

ANOTHER CENTURY MILE PROJECTED.

In view of the fact that last Saturday several who would otherwise have taken part in the century ride over the Saanich peninsula course, were unable to do so by reason of conflicting engagements, a second trial of the steadiness of British Columbia riders at the long distance is being arranged for the 21st instant. In this the riders will be divided into two classes, those ambitious to distinguish themselves as fast long distance riders, and those who may wish simply demonstrate their soundness as steady road riders, and obtain the coveted arrow by completing the course within the ten hour limit. Entries may now be sent in to District Centurion O. H. Gibbons, of the O.R.C., who especially invites the following riders to participate in the event: Messrs. Deane, Barker, Spain and Leichter, of the Vancouver Bicycle club; Albert Deeming, of Wellington; L. A. Campbell, T. A. Johnston, A. J. Dallan, H. B. Haines, E. J. Nafel, Roy Nevin, F. Humber, T. P. Patton, T. E. Pooley, G. V. Cuppage and F. E. Alley, of Victoria.

TENNIS.

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Bishop How Dead. LONDON, Aug. 10.—Bt. Rev. Wm. Walsham How, D.D., Protestant Bishop of Wakefield, is dead.

Timothy W. Smith, J.P. To ensure getting the genuine ask always for Dr. Williams' Pink Pills for Pale People, and refuse all substitutes and nostrums alleged to be just as good.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

The Colonist.

THURSDAY, AUGUST 12, 1897.
TO THE FARMERS.

We invite the farmers of British Columbia to give their immediate and most earnest consideration to the new conditions that have arisen by reason of the great discoveries of gold in the Yukon. Substantially everything that will be needed in that country in the way of food must be imported for some years to come. We have pointed out how that hay and the hardier grains and some root crops can be raised profitably as far north as at least as old Fort Selkirk; but it will be some time before anyone who goes into this northern country will prosecute agriculture with any idea of supplying the local market, even, for these articles. Hay will be cut on the natural meadows, and a little grain will be grown, but practically everything else will be taken in from the South.

The consumption of produce will be large. Miners are generous livers always, and they are certain to be especially so when they have to prepare their systems to withstand long and severe winters. They will consume great quantities of beef, mutton, pork, beans, peas, and other strong heat-producing foods. These things British Columbia can supply, if the farmers make up their minds to do it. If the San Francisco papers can be relied on, California will make a strong bid to feed the Canadian Yukon; but with the advantage of greater productivity of soil, shorter transportation and duties, the farmers of this province ought to be able readily to overcome any opposition from that quarter. There is no good reason why three-quarters of what the Yukon has to pay out for food products should not be paid to British Columbia farmers and cattlemen. The matter is in their hands. If they are in a position to supply the trade, it will naturally come here. Indeed, with the insufficiently supplied domestic markets, the growing demand from Kootenay and other interior points, and the certainty of a great call from the Yukon, it seems as if the prospects before farming in British Columbia were exceptionally good.

THE OPPOSITION AND ITS PLATFORM.

We gather from the observations of the Inland Sentinel that while it does not like the opposition platform, it proposes to accept it and reform it afterwards. This is much like the old and much-to-be-deprecated principle upon which some girls marry some men. The Sentinel will find the reforming of an opposition platform a more difficult problem than it imagines, but as there will be plenty of time before this platform can ever become changed into the policy of a government, no doubt our contemporary can work out its proposed reformation at its leisure. On one point it may make up its mind; namely, that British Columbia will never entrust the administration of affairs into the hands of men who have evolved so little with so much labor. If there ever was a case to which we might apply the Latin line,

"Parturimnt montes et ridiculus mus nascitur," it is the evolution of this platform; but there is this saving clause in the whole business, namely, that the mountain is not much of an affair at any rate. Our very amiable friends of the opposition, as represented by the Mainland press, have been hammering away at the government for several months, but they have made very little impression upon any one's mind, except their own. They have about the same as abandoned the attempt to make anything specific stick, and have relapsed into the parrot-like cry of "The Turner-Dunsmuir-Ribbet combine," which is occasionally varied by the more melodious expression, "The Mongolian government." A disinterested outsider would hardly suspect the terrific significance of these expressions. Future generations will be wiser and they will go down to history coupled with such rallying cries as "A la Bastille," "Liberte, Fraternite, Egalite," "On to Richmond," "England expects every man to do his duty," "Raymond of Tripoli and the Holy Sepulchre," "St. George," and so on. Coming generations will lie awake nights wondering what High Heaven was about in omitting to smash the Turner-Dunsmuir-Ribbet combination into smithereens. Macaulay's New Zealand on his way home in his arduous voyage long enough over Vancouver Island to wonder why a people were so sunk in slavery as not only to groan under the iron heel of a Mongolian government, but even to appear to like the operation.

These things must be left for history to deal with. The people of British Columbia are so sunk in degeneracy as to refuse to be roused by the cries aforesaid. They are so foolish as to suppose that when the laws are administered without favor, the public funds expended without scandal, the necessities of the public service discharged without delay, the burden of taxation equitably distributed, and the credit of the province maintained, things must be going along, if not absolutely right, at least very nearly so. It is too bad to see a people so utterly unconscious of their lost estate; but so it is, and being so,

we shall all have to try and make the best of it. In the meantime it is pleasant to know that the Inland Sentinel has undertaken to reform the opposition platform. There is a task which commands our admiration. There is nothing that needs reforming quite so badly; but we fear that our esteemed contemporary will find the platform very much like the procrastinating fellow, who Cowper says

"Reform and re-reforms; they dies the same."

ABOUT A MAP.
A map has been issued by the Province Publishing Co. showing the Yukon. It is a large map, and, if it were accurate, would be valuable to hang on a wall, for it is clearly printed. But it is extremely incorrect in two vital particulars, and this being the case it ought to be at once withdrawn from sale.

There are only two really important matters to be considered in making a map of the Yukon country at present. One is the location of the international boundary, the other is the indication of the routes in respect to the watercourses. On both these points the map referred to is wrong to such a degree that it is not only misleading, but is likely to do great harm.

First as to the routes: The compiler, stated to be the Province Publishing Co., for some reason which we shall not try to guess, has selected a route for the Dalton trail different from what is shown on any other map in existence, but as the exact location of this trail has not been charted this vagary might be overlooked. More misleading is the fact that two trails are shown for a great part of the distance between Telegraph Creek and Teelin Lake, when as a matter of fact there is only one. Still more so is the fact that four trails are shown from Taku Inlet to Teelin Lake, when it is doubtful whether more than one exists, and the value of this is uncertain. The White Pass is shown as terminating on Lake Bennett, when it terminates in point of fact at Tagish Lake. Tagish Lake is located entirely in the wrong place, which is a matter of very grave importance, seeing that the customs house has been established on it. According to this map a man going in by the Chilcoot Pass would reach Lake Bennett and thence go into Lake Tagish by a river five miles long, and going by the White Pass he would also reach Lake Bennett at a southern prolongation of that body of water known as Taku Arm, and to reach Tagish Lake would go down this arm of Bennett Lake and on through the same five miles of river as on the Chilcoot route. The gravity of this sort of an error is increased by the fact that the White Pass terminates at Windy Arm on Tagish Lake, with an alternate route to Taku Arm of the same lake, and is so described on all the authorized statements in regard to it. The man who takes up this map as a guide will find that Windy Arm, on Tagish Lake, is separated from the end of the White Pass by a long reach of water and some eight or ten miles of land. He would find himself in "confusion worse confounded" if he endeavored to steer his course by this map. The error arises from the fact that the compiler imagined that Lake Bennett is a much longer sheet of water than it is, and has Taku Arm for its southern prolongation. In point of fact Lake Bennett terminates at the narrow channel known as Cariboo Crossing, and there Lake Tagish begins, extending southward in what is called Taku Arm and westward in what is called Windy Arm. That is to say, what is Taku Arm on this map is really Tagish Lake. From Tagish Lake the Lewis river passes on to Lake Marsh. Having made the error referred to, the compiler of the map had to find a place for Tagish lake which he supposed must be somewhere, and he stuck it in between Lake Bennett and just above Lake Marsh, where there is no large lake at all. To make the nature of the error more apparent we may mention that by this map it is 66 miles from Skagway Bay to Windy Arm in a straight line, and the line crosses Lake Bennett. As a matter of fact the distance by the trail, which is not a straight line, is only 36 miles, and it does not cross Lake Bennett nor go any way very near it. Ingenuity could scarcely devise a greater series of blunders than are made in regard to this route.

As for the boundary, we are utterly at a loss to conceive how any British Columbia publishing house could have issued such a map. It professes to lay down the limits of Alaska as claimed by the United States. Under the treaty the utmost that country has ever ventured to claim is only 30 miles from the coast. This astounding map represents the Americans as making claim to a strip from 75 to 100 miles wide. It puts the line according to the American contention just a little way below Glenora, on the Stickeen, that is, as embracing over 140 miles of the valley of that river, when the widest claim of the craziest American jingo never asserted any right to more than 30 miles of the Stickeen valley. It carries the boundary far beyond the summits of White, Chilcoot and Chilcat passes. It goes far towards endorsing the impudent claim put forward in Seattle that the United States controls all the avenues into the Yukon, and that "Canadians cannot set foot on their own gold fields without crossing United States territory."

In view of these monstrous errors we

are not inclined to dwell upon such minor ones as the impossible location of an alleged railway from Glenora to Teelin Lake. There is no such railway as every one knows; but a stranger going by the map would suppose that there was, seeing that the line is distinctly laid down and near by the route of the "proposed" Cassiar Central railway is indicated.

In the corner of the large sheet is a small index map that was copied from the map accompanying "The Yukon Gold Fields" pamphlet. This would have been correct if the compiler had let it alone, but he must needs change it by putting the boundary line on it in the wrong place, and by indicating a route for the steamships to St. Michael's that they never think of taking.

There is a statement on the map, which, in view of what is above set out, will occasion no surprise. Purchasers are informed in bold type that "This map is not bound by the board of trade or the government of British Columbia." The inference is that some map has been bounsed by these bodies. We have not heard of any. The statement seems explainable only on the supposition that the map was submitted to those bodies and that they forbade its publication unless coupled with a statement that they were in no way responsible for it. If this was not the reason, then the lucky star of those bodies must have been in the ascendant when the publishers of this map placed that line upon it, for they are thereby relieved from the onus of representing the United States as claiming territory far beyond the watershed separating the streams flowing westward and southward from those flowing eastward and northward, and of misleading the public as to the routes by which the Yukon may be reached.

COL. JAMES HAMILTON LEWIS, of Seattle, is prime with a choice and original selection of misinformation in regard to Canadian duties. He understands a special duty of fifteen cents a pound is being collected on all goods going into the Yukon. The treasury officials decline to believe the irredescent Colonel, which is not unreasonable, seeing that no such duties are collected, and if they were it is too soon by several days to hear that any duties at all have been collected at Lake Tagish.

The Kamloops Sentinel agrees with the COLONIST about the necessity for a railway through Central British Columbia, but sees no reason why it should come to the Coast. There is one thing that we admire about the Sentinel. It wants everything centred in its own dooryard and says so in plain English. We do not like so narrow a policy, but have a good deal of respect for the absolute frankness of the Sentinel in advocating it.

The number of inquiries that have been received in regard to Victoria as an outfitting point for the Yukon indicates that the advertising that has been done is already bringing forth good fruit. By next spring the whole world will know that this is the place to start from to reach the great Canadian gold fields.

It undoubtedly costs the Roseland people something to go to Nelson to attend court; but before any complaint is made on this score would it not be well to remember that no country in the world puts a court house in every town. British Columbia certainly cannot afford such a luxury.

The assassination of Senor Canovas, Spanish prime minister, is a horrible deed and comes at a time when Spain can hardly afford to be subjected to sensations of this character.

BY WAY OF VARIETY.

Yukon—Since the Klondyke discoverer the '40ers will have to give way to the '90ers.

Wheeler—Why, of course. The '97 represents the most advanced type of wheel. The '40er wouldn't be in it. But who's Klondyke? That was the name he made '90 Philadelphia North American.

"I assure you, madam," said he, "that I would not be bagging for bread from door to door, but secure employment as my profession." "Poor man," replied the good woman, as she handed out a pie, "what is your profession?" "I'm an airship pilot, madam."—Detroit Free Press.

"Oh, hear my plea!" the lover cried, "And if you do not yield, I'll pull my freight direct and straight For Klondyke's frozen field. Mayhap in that bleak atmosphere I'll perish with the cold, Or yet I may come back some day With barrels full of gold!" "Go, get the gold," she said, "and when you've got it, tackle me again."—Denver Post.

Let Your Charity Be Bright and Attractive.

The inmates of charitable institutions and our deserving poor and needy are with us at all times. A large number of them are suffering from cold, and are in need of jackets, capes, skirts, coats, vests and pants. By this work hundreds of half-clad people are made warm and comfortable, and are enabled to appear on the streets.

In this work of charity, many donors are making their gifts bright and attractive by use of the Diamond Dyes. The old garments are dyed some suitable color and look quite as well as new ones.

New and fresh colors add to the joys and pleasures of the poor and the garments do not have the appearance of cold charity. The work of brightening up old and faded clothes is done at a trifling cost. Diamond Dyes, think of this special work, dear ladies, when your bundle of clothing is being prepared for the poor. One package of Diamond Dyes, costing ten cents, will add wonderfully to the value of your donation.

IS CANADA TOO SLOW?

The New South Wales Premier Says the Dominion Has Blocked the Cable Scheme.

Mr. Reid on the Prospects of Australian Federation and the Outlook for Trade.

[From Sunday's Vancouver News-Advertiser.]
Amongst the arrivals by the Pacific Express yesterday afternoon were the Right Hon. G. H. Reid, Premier of New South Wales, and the Right Hon. C. O. Kingston, Premier and Attorney-General of South Australia, who are now en route home, after attending the Jubilee ceremonies in England. On their arrival here the party proceeded to the Hotel Vancouver, where they will stay until their departure on the Australian Mowera this morning.

In conversation with a representative of the News-Advertiser last night, both premiers expressed themselves as highly pleased with their visit to Canada, and regretted that it could not be prolonged, but they were hurrying home to attend the adjourned convention on the federation of the colonies, meeting in Sydney on September 2, and of which Mr. Kingston is chairman. During their stay in Canada, the party spent a day in Montreal, half a day in Ottawa, where they met several of the Dominion ministers, and a night in Toronto, and a couple of days at Niagara Falls. They started for the Coast on Monday last, and have travelled straight across the continent. Sir William Van Horne's private car, Saskatchewan, was placed at their disposal, and they are highly pleased with the courtesy and attention shown them. The scenery they describe as magnificent, and they consider to be one of the greatest engineering feats in the world.

Turning to matters of vital interest to Canada and the Australian colonies, the Pacific cable scheme was first touched upon. When asked the reason for the delay in the negotiations, Mr. Reid said that Canada was in a position, as no definite proposition on her part had been submitted to the conference. New South Wales, Queensland and South Australia and New Zealand have agreed to their share of the burden, and Victoria would probably join the other colonies as soon as terms were arranged. The plan, as submitted to the conference, was to build a cable from Vancouver to an island in the Pacific, and from there construct branch lines to New Zealand and Queensland, South Australia having already given a subsidy to the overland line, did not favor the Pacific cable, but this subsidy would run out in a few years, and she would then probably join the others. "But," continued Mr. Reid, "unless Canada acts promptly in the matter, the scheme will drop. She is the most interested of all in the project, and until it is seen that she is in earnest, Great Britain will not act. The interest in the scheme is becoming lukewarm on account of the numerous delays, and already there is talk of constructing a line via Cape Colony to Australia, there being at present no direct cable to the Cape from Australia. This route, too, I have been given to understand, though not officially, is favored by the Imperial naval and military officials, so that unless Canada shows herself to be in earnest in the matter, the project will be dropped entirely or put back for a number of years."

The question of the federation of the Australian colonies was next mentioned, and Mr. Reid asked the reason for the delay in accomplishing the desired object. "At present," Mr. Reid responded, "the chief and most serious difficulty—in fact, the crux of the situation—lies in the difference that exists between the less populous colonies and the more populous colonies regarding the question of permitting the Senate in the new constitution to amend money bills. Under no circumstances whatever will the less populous colonies accede to the proposition of providing the Upper House with such a power. The colonies included in the scheme of federation number six, and of these, two—New South Wales and Victoria—possess the great majority of the population of the Australian continent, and far the greater part of the wealth. They will have 32 senators from the portion of taxes under the new system. The number of senators elected by each colony will be the same, namely, eight. We therefore, pay the greater proportion of the money affairs of the nation, as the less populous colonies desire. Unless the latter give way on this point federation will be indefinitely postponed, but at all events a step will have been gained, for we will always have by us a constitution to start with when we choose to commence action. If some of them accede to our ideas and some do not, there may be a federation of three or four colonies, the others being left out."

When asked where the federal capital would be located, Mr. Reid said that that was another hindrance to the negotiations. Each colony wanted it, but as New South Wales was the most populous, richest and most central colony, it would probably be conceded to her and Sydney made the capital of United Australia. "Of other difficulties, such as the customs duties, taxation systems and the like, Mr. Reid made light, saying that they could all be eventually overcome."

In speaking of his own particular duty on the subject, he stated that it was fast recovering from the commercial and financial depression of a few years ago. "There is no denying," he said, "that the two recent droughts have done harm, but it is nothing like what we anticipated. We expected to lose half our sheep, which would have been 25,000,000; as it is, 6,000,000 were lost in all. Another thing, the droughts are not so bad as they were, and the time will yet come when they will cease to trouble our land. The number of sheep in our colony has had a wonderful effect in the improvement of the land. The constant treading of millions of feet over the sandy soil of the interior, aided by the manuring which the same must constantly receive, He causes the sand particles to coalesce and form firm ground. There are places to be seen which 70 years ago were bare and sandy deserts, and which now show a good land for cultivation as any that can be found anywhere. Rain, too, does a great deal, and will in a few days cause grass to grow in places where anyone used to be told that it was impossible. Our coal is at present being developed to a great extent. The shipping at the coal port of Newcastle, 60 miles to the north of Sydney, exceeds that of Sydney and Melbourne combined. The whole of the city of Sydney is situated over a coal bed, which will shortly be worked at a depth of over 2,000 feet beneath the surface. Gold, too, is not by any means played out; there is plenty more in the colony, only waiting to be got at."

900 DROPS
CASTORIA
Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of
INFANTS - CHILDREN
Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**
Directions of OLD DR. J. C. WELLS, PROPRIETOR.
Pumpkin Seed -
Sulphate of Soda -
Cascara Sagrada -
Syrup of Marsh-Mallows -
Syrup of Gum Arabic -
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