

JAPAN SAYS NO.

Will Continue to Oppose the Hawaiian Annexation Treaty—Latest Protest.

Sufficiently firm in Tone to Show That a Diplomatic War Will Be Waged.

New York, July 26.—A special cablegram says that Japan will continue to oppose the Hawaiian annexation treaty and is conclusively shown by the latest protest of the Japanese government, under date of July 10, which is now made public for the first time.

While couched in polite and diplomatic language the protest is sufficiently firm in tone to show that Japan will continue to wage a diplomatic war and possibly go further to prevent the consummation of the annexation policy. Japan's reply in part is as follows:

Legation of Japan, Washington, July 10.

Sir: Replying to your note of date the 25th ult., in answer to mine of the 19th ult., regarding the proposed annexation of the Hawaiian Islands to the United States, I have the honor to inform you that I have communicated it in substance to Count Okuma, from whom I am in receipt of telegraphic instructions embodying the views of the imperial government in relation thereto.

Taking note of what you say in reply to the representations I have the honor to make on behalf of my government with reference to the necessity of maintaining the status quo of Hawaii, the imperial government has no hesitation in admitting the predominant influence of the United States in the Hawaiian Islands.

In their opinion, however, the very fact that predominance has existed so long unopposed might be urged as a reason against the disturbance of the status quo, more especially as practically the whole population of Hawaii acknowledge the paramount importance of their country with the United States, while it is understood that only a small fraction of that number favors annexation.

From this it may reasonably be inferred that the predominant and paramount influence of the United States which, as you remark, "has been the only essential feature of the status quo through three-quarters of a century, in which the constitution and government of Hawaii and the commerce of the islands with the world have undergone notable changes," furnishes on the one hand the amplex guarantee against anything inimical to either the United States or Hawaii, while on the other hand it obviates the necessity of a change in existing conditions, which will injuriously affect the interests of others.

The policy of colonial expansion among European countries was especially active on the Pacific Coast during the decade ending 1892, and as a result nearly all of the island groups then autonomous passed under the sway of various western powers. By common accord the powers have recently appeared willing to stay their hands and international rivalry and conflicting interests are now the best guarantees for the continued sovereign existence of the few remaining island groups. Yet the absorption of the United States of such an important part of the remaining unappropriated regions as Hawaii will doubtless be the signal for the removal of dormant territorial ambition in the Pacific and the last vestige of native autonomy will disappear.

It can easily be seen how this would affect the interests of Japanese subjects who are now engaging in increasing numbers in various undertakings and enterprises in the Pacific with profit to themselves and advantage to Japan. It was then precisely on account of the prevalence of colonial absorption that one of your honorable predecessors was led to declare to the German government that your government attached great importance to the maintenance of the rights to which the United States became entitled in the few remaining regions now under independent and autonomous native governments in the Pacific ocean.

The justice of that declaration cannot be questioned, and the imperial government, entertaining similar views, could not behold with indifference changes in the status of those governments that would extinguish Japanese rights.

They have no intention of questioning the actual situation in the Pacific, and certainly have no desire in any way to disturb it, but their position in that part of the world renders it impossible for them to view with unconcern and in a spirit of acquiescence the consequences which would probably follow the extinction of the Hawaiian sovereignty.

The imperial government recognizes it as a well established principle of international law that the completion of annexation would render the treaties and the conventions already existing between Japan and Hawaii voidable either at the option of Japan or the United States, but they cannot anticipate without apprehension the consequences, whether direct or indirect, which would follow the practical consummation of the theory that annexation ipso facto means the indirect termination of those treaties and conventions and the consequent cessation for the future of the privileges granted thereunder.

Under the circumstances only the most cursory view of the actual situation is required to show the disadvantageous position in which Japan would be placed by the abrupt termination of her treaties and by the consequent absence of satisfactory conventional stipulations for the protection of her rights and the interest of her people.

The sphere of Japan's expanding activities in the Pacific. Her trade with Hawaii is important and nearly 25,000 Japanese subjects are now residing there. Her commerce with the United States and Canada is constantly increasing. In Mexico and Central America Japanese immigrants are welcomed and trade is springing into existence.

The importance to Japan of the stable and satisfactory conventional stipulations and industrial status which her subjects have gained in Hawaii is con-

sequently evident. The growth and prosperity of the interests I have enumerated depend in no small measure upon it and hence it must be acknowledged that the concern with the Japanese government in the maintenance of the rights that underlie the welfare of Japanese subjects in Hawaii and the prosperity of Japanese commerce in the Pacific is both legitimate and commendable.

In the note under reply you intimate "that if vested rights of any be abolished," Japan or Japanese subjects in Hawaii "will be respected." As germane to this branch of the subject, I have the honor to call your attention to a note addressed on March 4, 1886, by your honorable predecessor, Mr. Bayard, to Mr. Von Abens-then, the German minister to the United States, in reply to the official announcement of the protectorate established by Germany over certain island groups in the Pacific.

Referring to the declaration made on behalf of the German government that "well established rights of third parties" were to be respected, Mr. Bayard replies that in the absence of precise knowledge as to the meaning intended to be given to the term "well established rights" he believed that he interpreted it rightly as a declaration that American citizens who already had established or might establish thereafter themselves on the island in question, in peaceful accord with the natives and on a footing of perfect equality with settlers of German and other nationality would not be disturbed in the rights of real estate or otherwise discriminated against, as compared with German subjects by reason of the establishment of a German protectorate.

Without pausing to consider the analogy in many essential places between the principle thus announced by the United States in 1886, and that now maintained by Japan, I have the honor to state that if the United States government attaches the expression "well established rights" the same significance given in Mr. Bayard's note to the term "well established rights" the imperial government would have little to complain of under this head.

In that case the extinction of Japan's treaties and conventions without even the formality of previous notice, creates a very different situation, not alone by removing conventional privileges and exemptions, but also by substituting therefor new and burdensome changes. In that case the application of the United States customs laws to Hawaii would check the further development of Japanese trade, the extension of United States navigation laws, making the carrying trade between this country and Hawaii a part of the coasting trade, would probably prove fatal to the interests of Japanese steamship lines crossing the Pacific.

I should signally fail in the duty which has been entrusted to me if I did not add that this full and frank explanation of the views of the imperial government is due not alone to their wish to protect the interests confided to their care, but also to their desire to remove all possible cause for misunderstanding between the government of the United States and themselves. I should also add that I have received with great pleasure your courteous acknowledgment of the disclaimer I had the honor to make on behalf of my government in regard to the false report that Japan has designs against Hawaii.

I regret to say, however, that similar reports are constantly appearing, even in the reputable sections of the American press and coupled with baseless and distorted accounts of occurrences in Japan and Hawaii are now, I am credibly informed, being urged in responsible quarters as a pretext for immediate action upon the treaty of annexation.

Therefore, I have the honor to repeat that Japan has absolutely no designs of the kind whatever inimical to Hawaii and no motive in her dealings with that country except to secure by legitimate means the due observance of just obligations.

(Signed) TORU HOSHII.

A SEARCH FOR A MICROBE.

The latest advices from India bring with them a history of detective work which, in addition to being entirely end-of-the-century, is more surprising than anything which modern journalism has achieved. The detective in the romance is a scientist, professor Hankin by name, and the culprit he sought was a microbe of the cholera tribe. At mess in Saugor soldiers thirteen sat. When they got up nine were ill, three had the cholera and one died. It was suspected that the bacillus had lurked and germinated in water pitcher. But the supply from which the pitcher had been filled was shown to be pure. Then a chocolate pudding became an object of suspicion, for no other reason, perhaps, than that the mess waiter who had finished it was nearly finished by it. The query arose how got the microbe there. It was then that the detective was summoned. Prof. Hankin sought a clue and found it in a dishcloth that had been dried where it should not have been. Then he took three of that pudding's ingredients—milk, eggs and gelatine—sterilized them, made a culture, inoculated it, cooked it, and produced cholera microbes at the rate of nine million to the cubic centimetre. But that was not enough for him. He had used laboratory gelatine, and he began all over again with the gelatine of commerce. In eighteen hours he produced to the cubic centimetre four hundred million microbes more. They are not eating chocolate pudding in India now.—Collier's Weekly.

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THE SEAL QUESTION

A Correction of Mistaken Ideas Held in Regard to the Paris Regulations.

No Revision Will Be Agreed to Before the Time Fixed by the Tribunal.

Ottawa, July 23.—The controversy which is going on over the Behring sea question, in consequence of Mr. Sherman's protest to the British government, shows that the whole question is badly understood, as far as newspaper criticism goes. Your correspondent called at the department of marine and fisheries here to ascertain the true position of affairs. It is just as well that the salient points should be thoroughly understood, when so much is being said on the whole matter.

In the first place the regulations adopted by the Paris award in 1886 governing the seal fishing in the north Pacific and Behring sea come up for revision in 1888. All efforts on the part of the United States to obtain the assent of Great Britain and Canada to the revision of these regulations before 1888 have failed. What is now proposed by the United States is a conference of powers which will revise the regulations for the next and future seasons, and they ask that pending the result of such a conference pelagic sealing in a conference will should entirely cease. A conference will be held at Washington next fall, when the experts, who have been watching the seal life, will see upon what points a common agreement can be reached.

This, then, is the situation, as far as can be ascertained at present. A cable dispatch the other day said that Britain had agreed to a revision of the regulations. This is entirely incorrect. There will be no change in the regulations before the season of 1892. Upon that point the present Canadian government, as were their predecessors, are fully agreed. The Paris award regulations came into effect in 1884 and were good for five years, so that it will take the whole season of 1893 before there is any chance of alterations being made.

"At the time of the Paris award," said one of the leading officials of the marine and fisheries department, who has made a close study of this case, "the regulations which were made a part of that decision were badly received in Canada because they contained a concession of nearly all the contents of the American authorities, both with regard to the area of water covered by the award, the close season, the slaughter on the islands, fire arms, and the zone around the islets. On all these points decision was given against Canada, and in the senate executive document No. 67 many opinions were found expressed on behalf of the United States to the effect that the regulations would effectively cripple the industry of pelagic sealing and that the number of seals which could be taken under them would not be sufficient to endanger the existence of the herd. It is true that even with the handicap of all these regulations the enterprising Canadian sealers have managed to pursue their calling with some profit, and the Americans therefore now assert that the regulations are inadequate and that seal life is being destroyed."

"Take as an example," he went on to say, "an article in the last issue of Harper's Weekly, a usually well informed paper. The writer drops into the error which is persistently put forward by the Alaska Seal Company and some officials at Washington, that the United States own the seals in Behring sea, and they have even gone the length of proposing to brand 'our' seals on the Pribilof islands so they could be recognized if taken at sea. As a matter of fact Canada owns the seals in Behring sea, provided, of course, we can catch them, and once we do catch them we can sell or dispose of them in any way we like. The seals belong to any one who catches them, and the Americans have no proprietary right in them. The seals that swim to the Pribilof islands for breeding purposes are in custody of the United States, or its lessees, because the islands are in American territory, but as the seals remain on the islands they cannot be touched, but as soon as they swim away again that American custody conferred by territorial jurisdiction is lost."

"If the pretended desire of the United States for the preservation of seal life were genuine they would have submitted the question of the slaughter of seals on the Pribilof islands, where they are knocked down by a club by the thousands, to the decision of the tribunal at Paris, but they refused to do so. On the contrary they held that pelagic sealing threatened the extinction of the herd and that the only thing necessary to be done was to prohibit pelagic sealing. But the Paris tribunal decided emphatically that the United States had no property whatever in the seals, and that settles the whole matter."

It has been contended on the part of the United States that Britain has failed in her treaty obligations and has not provided ample legislation and other machinery to enforce the act. This is incorrect, because Britain agreed during the first year to an arrangement in excess of the Paris regulations for the sealing up of fire arms and other sealing implements during the close season. The argument put forward by the United States was that it would relieve the Canadian seals from being harassed by United States revenue cutters. But it failed in this regard, as the Canadian sealers were subjected to the same interference by the patrol vessels, so that the British government declined to renew the arrangements for the following year, being guided in the decision by the extreme exercise of the right of visit and search to the actual seizure of two vessels, all because a small gun used for signalling was found on board and as other because of a fowling piece, the property of the mate, had been kept by him and not included in the ship's hunting equipment and placed under seal.

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is essential to health. Every nook and corner of the system is reached by the blood, and on its quality the condition of every organ depends. Good blood means strong nerves, good digestion, robust health. Impure blood means scrofula, dyspepsia, rheumatism, eczema or other diseases. The surest way to have good blood is to take Hood's Sarsaparilla. This medicine purifies, vitalizes, and enriches the blood, and sends the elements of health and strength to every nerve, organ and tissue. It creates a good appetite, gives refreshing sleep and cures that tired feeling. Remember, Hood's Sarsaparilla

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These vessels, however, which had violated no provision of the statute, lost their sealing season. Notwithstanding this, the importunities of the United States government along with the extraordinary interferences with the sealing vessels in Behring sea got Britain again to agree to the expediency of sealing up implements in the case of vessels entering Behring sea from the Asiatic side, where firearms are authorized, and because the number of vessels returning from the Japan coast to enter Behring sea are very few, the great body of the fleet enters Behring sea from Victoria without any firearms on board.

The truth of the matter is that there is no need for a fleet of United States cruisers in Behring sea. Beyond harassing sealers needlessly they have found no employment, while all real offenders are handed over to the British gun boats taken to Victoria and severely dealt with.

HAWAIIAN AFFAIRS.

Britain Formally Takes Possession of Several Small Islands.

San Francisco, July 24.—The steamship China, which arrived to-day from the Orient and the Hawaiian Islands, brought the following advices from Honolulu:

The schooner Norma arrived from the South Seas July 16th. While there, vessel was cruising on the long voyage, Captain Rosehill secured sufficient evidence to warrant the belief that England has been taking formal possession of a number of small fertile islands in that portion of the globe without stopping to enquire who the owners might be. There are many lagoon islands which are very fertile, but uninhabited. There are now being brought under cultivation by English subjects, who are planting tropical fruits for the market.

The most marked evidence of English possession was found on the Palmyra group, situated in something like latitude 5 north and longitude 130 west. This is considered the more remarkable because the islands, which are of the lagoon formation, and some fourteen in number, have been owned by the Hawaiian government since 1862, and are published as such in South Sea voyage geographies. They were taken possession of formally in the name of the Hawaiian government in 1862 by a master mariner, who was given to exploring. At that time a house was erected on the largest island, vegetables planted about the place, and a white man and several natives landed there as a colony. The venture did not succeed, and all evidence of the dwelling has disappeared.

"I had not visited Palmyra for perhaps a dozen years, until Mr. Cosens, a planter, who came with me from Hull island, and I went ashore a few days ago," said Captain Rosehill. "Almost the first thing that attracted our attention on the island was the remnant of an old flagpole, at the foot of which a proclamation written on cloth, but for some time a stout piece of plank, was nailed to a stout piece of plank, and could only make out enough of the wording to indicate that the sign was a proclamation declaring the islands among the possessions of Great Britain. Evidently a party had landed from a man-of-war a short time ago and remained there for some time, for the tent stakes were still in the ground and heaps of ashes remain where the camp fires had merely burned. Bits of clothing and trappings picked up about the place bore the initials of H. M. S. Penguin."

E. E. Ross, a freeman belonging to the United States steamship Marion, was drowned July 17th, while bathing alongside the ship. The body was recovered two days later and buried here. The missionary steamer Morning Star has arrived from San Francisco.

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ONE HONEST MAN. Please inform your readers that if written to confidentially I will mail in a sealed envelope the plan pursued by which I was permanently restored to health and nearly strength after years of suffering nervous weakness, low vigor, lameness, discharges, and lack of development. I was robbed and swindled by the quacks until I nearly lost faith in mankind, but thank Heaven, I was cured well, vigorously and strong, and actions so make this certain means of cure known to all. Unsolicited endorsements from my grateful friends have been cured through my free advice. Mr. Mulford: "I saw your notice in the paper some time ago and wrote you about my case. After following your advice which you so kindly gave me, I am very glad to say that I am now perfectly cured. I wish to thank you a thousand times for your kindness." "Heaven grant you a long and prosperous life, in the web of a cured friend."

MALE TEACHER WANTED—Applications for the position of teacher of South Spanish school will be received by undersigned up till August 2nd; married man preferred; residence free. P. Turgoose, Secretary Board of Trustees, Turgoose P. O.

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NOTICE—Estate of Charles Pagden, deceased. All persons indebted to the estate are requested to make payment forthwith, and all persons having claims against the said estate are requested to send in such claims at once to the undersigned. GEORGE JAGGERS, Executor. Victoria, B. C., July 5, 1897.

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GOLDEN.

J. C. Greene has purchased from Vachon Bros. the lot between the Queen's Hotel and the Kootenay House. The price was \$800.

There is some activity in real estate in Golden. During the past week W. McNeish has purchased two lots, one on either side of the Columbia house, and we hear of other transactions in progress.

Hon. Col. Baker has made the C.P.R. a gift of 9,000 acres of land at Cranbrook in consideration of their making it the divisional point and establishing their workshops there for the 'Crow's Nest Road.'

The assay made by W. Pellet-Harvey on the ore from the claims recently located at Beaver by W. G. Neilson and others shows a high percentage of copper, something like 30 per cent., and a trace of gold.

The Copper Crown mineral claim on Perry Creek has been bonded to Prof. Hartman for the Hammond Co. It is a splendid piece of property, and is ready for development, which will begin at once.

Mr. Stuart, of St. Thomas, who has had extensive mining experience in the Australian colonies, is much impressed with the Spillamachene country, which, he says, possesses immense mineral wealth.

C. Baines made an important strike last week on his claim adjoining the Bald Mountain Co.'s property. The discovery consists of a body of good-looking galena five feet in thickness and lying right on the ledge.

Messrs. Cameron and McKinnon, who represent a Vancouver syndicate, returned some days ago from a prospecting tour. The first place they explored was the McMurdo. Here they located three claims, one showing copper, and two with quartz ledges from which they panned out a splendid sample of free gold.

One of these last claims is on the same ledge as the Crown Point, and the name they have given to this location is the Copper King. Messrs. McKinnon and Cameron also located a ledge on Logan creek, which is a tributary to the north fork of the Spillamachene, and two more claims on the Duncan, where they struck a 25 foot ledge.

Professor Hardman returned on Wednesday from the Port Sticks country, where he has been for some time examining and reporting on properties in behalf of the syndicate represented by Mr. Hammond, of Toronto. He was accompanied by Mr. Bruce. Three properties have been bonded by the syndicate, and development work is being done on them. On Saturday last the two-stamp mill recently sent up for erection on Perry Creek was completed, and mill tests from two properties bonded were ready to be put through by the manager, Mr. White. Applications to have customs samples put through the mill have already come in from Goat River, Weaver

Creek, St. Mary's and other localities. This mill will prove of immense advantage to the district by enabling mill tests to be made. Prof. Hardman thinks a lot of St. Mary's Basin as a mining field, and got the best panning out of ore there he has ever seen. Prof. Hardman left today for the Bluewater to inspect the claims which were recently bonded by Mr. Hammond. As the assays from these claims showed such high grade ore, the Professor is very anxious to make a careful inspection of that part of the country. If the returns already obtained are borne out by such inspection, he considers that it will be the making of that part of East Kootenay.

ROSSLAND.

A Spokane special to the Rossland Miner to-night says: "At a meeting of the Le Roi company to-night it was formally decided to locate the smelter at Northport. Contracts were signed between the company and D. C. Corbin for rates of transportation on ores, material, etc. The contract for the construction of the smelter will probably be let to Tom Savage, of Northport, and work will be done under the supervision of Sol Cameron, of Rossland. The latter is now at Northport and will break ground for the smelter buildings to-morrow. The work will be rushed to completion as rapidly as possible. Mr. Helms was present at the meeting but made no further propositions concerning the location of the smelter. He will remain over to-morrow to try to make additional ore contracts with the Le Roi company.

Mr. E. Allen, proprietress of the Hotel Allen, and well known in the Coast cities, where she formerly resided, was to-night married by Rev. J. H. Best, of the Baptist church, to G. M. King, of Minneapolis. She was divorced from Allen six months ago. A celebration is in progress to-night at the hotel.

SLOCAN CITY.

(Slocan Pioneer.) F. D. Phillips, manager of the Kallispell mine, on Ten Mile, reports that property looking splendid. At a depth of 90 feet they had a 30 foot ledge. They have taken out five tons of 300 ounce ore from the last 25 feet of the tunnel, which is run along the hanging wall.

Mr. Provost's partners brought in some 128 ounce silver rock from the Laurson group on Grooman creek this week. The owners contemplate spending considerable money on these properties this fall.

The Arlington and Howard Fraction mines each shipped 20 tons of ore to the smelter to-day. The Arlington output goes by way of Revelstoke and Vancouver to the Everett smelter. This will be the last shipment of ore from the Arlington until the wagon road is built. In the meantime the work of development will go on and the property will be placed in a position to make large monthly shipments when the cost of transportation is reduced.

There was quite a flood of excitement on Ten Mile this week over the discovery of a tremendous ledge on the Bon-

erang, about six miles above the Ester-prize. A sample of the rock and the news of the strike was brought to the city by R. Conell, who has prospected all over the country, and who pronounces it the biggest thing that he has ever seen outside of the Lardeau country. The mine is situated on one of the tributaries of Ten Mile and the ledge was discovered by a series of ground slices. When Mr. Conell had left the men had crossed the ledge for 14 feet from the hanging wall and had not yet found the foot wall. The ore is dry and full of sulphides and is similar in every way in appearance to rock that assayed 700 ounces in silver.

F. D. Phillips, manager of the Kallispell mine on Ten Mile, was in town on Monday looking for a cook. There was nothing particularly sensational in the fact that Mr. Phillips wanted a cook, but there is a tale hanging by the sudden vacancy in the Kallispell eating department that savors of something out of the ordinary. On Sunday Perry Baldwin, who has been doing the cooking at the Kallispell for the past two months, received a letter from his wife, who lives in the state of Washington, informing him that his uncle had died and left him \$30,000 in government bonds and a 320 acre farm. The letter also stated that an attorney had a sealed letter for him which contained some special instructions for him and the combination of the safe.

(Slocan City News.) The Viking Gold Mining Co., Ltd., owners of the Viking and Phoenix mines on Springer creek, one and a half miles from this city, have received a cable from London stating that 100,000 shares of stock had been sold, with a demand for more. Late assays give \$324.60 gold and 183 ounces silver.

On Thursday Martin Isaacson received word from the Bank of Montreal at New Denver, that the second payment from Sir Charles Tupper of Montreal, on the bond recently made on the Exchange group, was there to his credit. The amount of the bond is \$42,500, and the property is located on Springer creek.

Ed. Dunn started for Vancouver Thursday morning, saying that he had received a telegram that the \$20,000 line on the 20th on the Bondholder Mining Company stock deposited in the bank there had been paid.

J. B. Callahan, manager, came down from the Two Friends last Saturday and returned Tuesday, and expressed himself as more than satisfied with the result of the new work thus far done.

Tom Sloane visited the mine early in the week; he states that before the workmen had driven the shaft on the new ledge two and on half feet, they were taking out and sacking clean, high grade galena ore. From those interested in the mine it is learned that about the first of August, or shortly thereafter, it is expected to make a shipment. Ore is also being sacked from the old workings, eight men now being employed in the mine.

Assays from the Ingersoll, on Slocan river, opposite the mouth of Lemon creek, gave \$32.20 in gold and some sil-

ver. Frank Granville and J. F. Reilly are the owners. The Long Looked Per, adjoining, shows free gold on the surface.

R. G. Clark and Joe Traficante came down from the Elkhorn Queen, at the head of Ten Mile, on Tuesday, bringing some fine rock from the workings. When eight feet down the ledge widened out to five feet, with rich galena and free silver all through it, much resembling the Arlington ore. It looks like a bonanza, and the boys will return at once and continue development. A York is one of the lucky owners. Assays give 174 ounces in silver and \$8 in gold.

FAIRVIEW.

Fairview, July 24.—The Joe Dandy is being developed by an English company, under the management of J. R. Dray, who has twenty men employed. The west shaft is down 90 feet, with a tunnel in 285 feet east and 235 feet west, and another shaft down 55 feet. There are 100 tons of ore on the dump.

The Strathgryre Mining Company's ten-stamp mill, concentrator and cyanide plant, which has been leased by the Smuggler Mining Company, is being overhauled and refitted with a new 35-horse power engine and boiler, and is almost ready for operation. The Smuggler shaft is down 120 feet, and the tunnel is in 120 feet.

The Quintette Gold Mining Company has eight feet of ore in its property on Krueger mountain, and is shipping 100 tons.

Dier, Davidson & Russell, proprietors of the Tin Horn mine and townsite owners, are building a fine three-story hotel, 64x64 feet, with forty-five rooms, to be completed in seventy-five days, at an estimated cost of \$23,000. They also have plans drawn for an office building 20x30 feet, and for a store 24x60 feet. At the mines they have just completed the boarding house, 60x22 feet, with a kitchen 20x20 feet, and bunk house 24x40 feet. This company has on the Tin Horn three tunnels, 250, 50 and 150 feet. At the Winchester they are sinking a shaft, now down 60 feet. On the Mammoth they have a tunnel in 26 feet, and are working the Exchange and Gold Drop. They are building a sixteen-stamp mill, which will be in operation September 1st.

NELSON.

Nelson, July 22.—Your correspondent this morning saw a shipment of about 20 tons of ore from the Athabasca mine, being delivered from the tramway at the smelter here. This, with two previous shipments made this month and another now being made up, and which will come down next week, will make 50 tons for the month of July, a very remarkable showing, when it is borne in mind that all this ore is a result of the development work started under the direction of the British Canadian Gold Fields Company early in June, nothing having yet been taken from the dump formed during the progress of the exploration work of last year. The smelter values of all the ore so far shipped have run over \$75 per ton, and

the ore not only has every appearance of increased value as depth is obtained, but the vein now being worked on is steadily increasing in width. Within the last few days still another rich vein has been discovered and stripped for about 50 feet. The mine is now in shape to continue steady shipping, and its capacity is being increased all the time. The ore is one that can be very economically worked, and owing to the proximity of the workings to the smelter's tramway, the cost of transportation is very light.

A silver strike has been made at the head of Lemon creek, in the same locality as the well known Alpine group, and three assays give results of 84, 59 and 84 ounces in silver. The claims are four in number, and are known as the Mountain group, being designated by the numbers 1, 2, 3 and 4.

The Canadian Pacific railway has commenced the work of extending its track from the present terminus to the easterly limits of the city, and the general impression is that the idea of the road in occupying this right of way at the present time is to avoid any complications that may arise at the last moment when it is desired to make the connection with the Crow's Nest Pass railway. On the Slocan river branch all the work is covered, and road progress is being made. Large rafts of lumber are being brought down the Columbia river for the bridge work, 21 carloads arriving last week.

REVELSTOKE.

(Kootenay Mail.) The news was received this morning that, commencing July 26th (Monday next), a daily mail service from Revelstoke to all main Kootenay points would go into operation. This was a movement not expected till next year, and its early operation is much appreciated.

The sad news of the death of Mrs. Marshall, wife of Thos. E. Marshall, was received by a large circle of friends in Illecillewaet and Revelstoke on Tuesday. The deceased lady died at Illecillewaet Monday night, surrounded by the members of her family, and attended by her sister. Deceased was a native of Nova Scotia.

Some splendid samples of galena were brought into town this week from Big Bend. The scene of the strike is on Lefors creek—about 20 miles up the Columbia. Following on this creek a few miles the finders located two or three claims, and they say there is room for several others. They have a four or five foot lead there, and, to judge by the sample, it must be a big thing. The galena is a splendid cube, some of the best seen in this section. Near by the prospectors, Jackson and Gore, claim also to have found some good gold rock, getting assays of \$29 in gold.

The following is a copy of a letter received by T. E. Haig, and kindly handed to the Mail. It demonstrates pretty clearly that the registration of local titles is practically settled, and is now merely a matter of detail. Victoria, July 15, 1897. Sir,—Re lot 6, block 8, Revelstoke. In

answer to your letter of the 13th inst., I beg to inform you that I am now in a position to effect registration, and the same will be proceeded with as little delay as possible. Your obedient servant,

S. Y. WOOLTON, Registrar-General. (per E.S.)

Some little time ago the Mail announced on the authority of letters from Hewitt Bodock, M.P., and the attorney-general's office, that the matter of Revelstoke titles so long in dispute was at last arranged, and said that these holding titles and unable to register should now send them in. The announcement was correct. Mr. T. L. Haig, agent for the townsite, and many interested property owners, in addition to the above information, has also stated that he has now obtained registration of what he thinks is the first lot to be so recognized. The lot is, as given in the above letter, lot 6, block 8, and is situated on Front street, near the Mail office. The date of registration was July 16th. Other registrations will no doubt follow.

TROUT LAKE.

(Kootenay Mail.) The contract for the record office has been let and work will commence in a few days. It will be completed in less than six weeks.

The wagon road to the landing will soon be impassable, two wagon upset Monday and buried their contents in the mud. With 20 four-horse teams on the road and 150 tons of delayed freight lying at Arrowhead and Thompson's Landing they are unable to touch. Something ought to be done to raise the blockade.

John Stobart and E. L. Kinman have located two very promising claims near Haskin's point, and about two miles from the lake. The lead is strong and well defined with good values in gold, silver and lead.

Another promising group is the Silver Ball located on Five-Mile creek, about five miles from the lake. The ore is fine galena and gray copper. The owners, Johnston & Co., are workers and will begin developments as soon as supplies can be taken up.

Jas. McMahon and Dr. McKechnie have been opening up their claim and are very much pleased with its appearance. It is on Surprise creek and situated about one mile from the Home-Payes townsite. They have a splendid chance to take out ore, and are judging directly upon it.

What Hood's Sarsaparilla has done for others it will also do for you. Hood's Sarsaparilla cures all blood diseases.

Barcelona was started by setting the sea rise and fall three feet at intervals of ten minutes for many hours on July 2nd. The British warship Surprise broke up the cables and left the port in consequence of a similar phenomenon was observed in 1882, at the time of the eruption of Vesuvius, in Sumatra, and the registration of local titles is practically settled, and is now merely a matter of detail. Victoria, July 15, 1897. Sir,—Re lot 6, block 8, Revelstoke. In

The Daily Times.

"A BOLD PROJECT."

Some days ago we had occasion to refer to a Toronto project which involved the establishment of a combined railway and water route from Ontario's capital to the Yukon. A late number of the Globe gives the following detailed description of the contemplated route: "The chief movers are: Mr. Stapleton Caldecott, Ald, James Scott, Mr. H. S. Blake, Mr. Robert Kilgour and Mr. J. W. Langmuir. The first link in the proposed route is a railway line northward from Sault Ste. Marie, crossing the Canadian Pacific at Missanabie, reaching James Bay, the southern extension of Hudson's Bay, at the mouth of Moose river, the distance being about 400 miles. Along Hudson's Bay in a north-westerly direction the stretch of open salt water to Chesterfield Inlet is 1,300 miles. From the head of navigable water on Chesterfield Inlet it is estimated by the government maps that 175 miles of railway will connect with Great Slave lake. Along that lake and down the Mackenzie river to the delta at its mouth in the Arctic ocean there is a stretch of navigable water 1,400 miles in length. Fifty miles of railway would connect the Mackenzie delta with the Porcupine river, a tributary of the Yukon. Down these confluent rivers there are 1,500 miles of navigable water to Behring Sea. This is a route about 4,825 miles in length, 4,200 miles of navigable water and 625 miles of railway. With the additional navigable section of the Yukon reached there would be an available stretch of transportation facilities about 5,500 miles in length. If thought advisable connection could be made with Athabasca lake and river by the construction of a few miles of railway, thus connecting about 1,200 miles more of navigable water. This, of course, independent of the Atlantic route to Liverpool by way of Hudson's Bay, a feature considered by the promoters. The intention of the promoters is to commence with the section between Missanabie, on the Canadian Pacific railway and Hudson's Bay, the route along the valley of the Moose river being 240 miles. This, it is claimed, will bring the fishing trade of Hudson's Bay and the mineral and timber wealth along the route into direct communication with the markets of Ontario. The link between Sault Ste. Marie and Missanabie, 100 miles, will perfect this part of the system. The connection with older Ontario and the fish and other trade of the Hudson's Bay region are regarded as more available for profitable development than the British arctic trade contemplated in the earlier projected route between Winnipeg and Fort Churchill." The Toronto gentlemen must have a great deal of courage to tackle a project like this, but they do not propose to depend on their own resources alone. For instance, they calculate that the first link in the line, the railway from Missanabie to James Bay, will cost \$30,000 a mile, or a total of \$7,500,000. They propose to ask the Dominion government for a cash subsidy of \$7,500 a mile and a land subsidy of 12,800 acres per mile. From the province of Ontario they expect \$3,000 cash and 12,800 acres of land per mile. Apparently this ratio of aid would be expected all along the railway portion of the line. It is this project that the Globe characterized as "the boldest yet undertaken for the opening up of our great northern territory." As we have before remarked, this language is rather too mild to describe it properly; it should rather be called the most absurd. And as to the proposal regarding assistance from the public treasury, that seems hardly worth serious discussion.

THE SEALING DISPUTE.

Mr. Foster Believed to be Meeting With Success. Washington, July 24.—Ex-Secretary Foster is believed to be meeting with a large measure of success in his efforts to secure from the British government additional measures of protection for the seals in Behring Sea. The ex-secretary has secured powerful assistance from the great London skin dressers, who handle the skins taken in the North Pacific and Behring Sea, and prepare them, as they can nowhere else be prepared, for use in garments. These merchants are fully advised as to the prospects of each year's catch and the state of the sealeries, so it is regarded as strengthening Gen. Foster's case very much when, as he reports by cable to the state department, they affirm the correctness of the conclusions reached by the American expert, Jordan, and by inference reject those of the Canadian expert, Thompson. The issue between these experts, shortly stated, is whether or not the seals are being exterminated under existing regulations, and the American finding was in the affirmative. If Gen. Foster has paved the way to an international conference to protect the seal, he has secured the most urgent of the demands made by our government, but there is still no evidence that the British government is willing to enter into a modus vivendi to save the seals while the international conference is going on, and that was, it is said here, one of the most important subjects of his mission.

CASTORIA

For Infants and Children.

Theodore Tilton

SPORTING INTELLIGENCE.

LAWN TENNIS.

THE LOCAL TOURNAMENT.

Four of the handicap events at the lawn tennis tournament now being held at the Victoria lawn tennis club's grounds on Belcher street, were decided yesterday afternoon. The result of the different events was as follows:—H. L. Kirke (rec. 3-0 of 15) beat G. Parkra (rec. 2-0). E. A. Jacob (rec. 2-6 of 15) beat J. A. Rithet (rec. 4-6 of 15). R. G. Goward (rec. 4-6 of 15) beat H. B. Haines (rec. 1-5). R. D. Harvey (rec. 5-6 of 15) beat C. E. Berkley (rec. 5-6 of 15). The fixtures for to-day are as follows:—4 p.m.—W. J. R. Cowell (scratch) vs. F. B. Pemberton (rec. 2-0). 4 p.m.—G. C. Johnson (rec. 2-6 of 15) vs. Harvey Combe, over 15-1. 5:15 p.m.—Miss Keefer and R. H. Pooley (rec. 15) vs. Miss M. Goward and E. A. Jacob (scratch). 5:15 p.m.—R. Powell (rec. 2-6 of 15) vs. A. J. O'Reilly (rec. 15-2). 6 p.m.—Miss Asplund and W. J. R. Cowell (scratch) vs. Miss D. Green and F. T. Cornwall (rec. 1-2 of 15). 6 p.m.—C. W. Gemble (rec. 15) vs. J. F. Foulke, over 30-2. All players are requested to be prompt in commencing their matches, so that the committee may be able to have all the handicap matches—with the exception of the finals—played this week.

YACHTING.

A NEW YACHT.

Yesterday evening the Dorothy, Capt. W. H. Langley's new yacht, was launched, and in the presence of many spectators she was christened by Mrs. A. J. Weaver-Brice. The Dorothy, which was built by Mr. J. Robinson, is a single-handed cruiser, built from a design by Linton Hope, of the Thames Yacht Building Company. Her rig is cutter sloop. She has a steel centre-plate and a heavy lead keel. Her dimensions given approximately are: Length over all, 30 feet; length on the water line, 29 feet; beam, extreme, 7 feet, 8 inches. With the exception of a few fittings the Dorothy was built entirely at Mr. Robinson's shop.

THE RIFLE.

ANNUAL PRIZE MEETING.

The twenty-fourth annual prize meeting of the British Columbia Rifle Association opens at Nanaimo on Thursday, and will continue for three days. The programme follows:—THURSDAY. 9.30 to 10 a.m.—Extra series, 200 yards. 10 to 10.30 a.m.—Extra series, 500 yards. 10.30 to 11.30 a.m.—Nursery, 500 yards. 11.30 to 12 m.—Extra series, 500 yards. 12 to 1 p.m.—Luncheon. 1 to 2 p.m.—Westminster match, 500 yds. 2 to 6 p.m.—Nanaimo match, 500 and 200 yards. FRIDAY. 9.30 to 10 a.m.—Victoria Corporation match, 400 and 50 yards. 10 to 11 a.m.—Luncheon. 11 to 12 p.m.—Helmets match, 200, 500 and 400 yards. 12 to 1 p.m.—Extra series, 500 yards. 1.30 to 4 p.m.—SATURDAY. 8.30 to 1 p.m.—Walker match, 200, 500 and 400 yards. 1 to 2 p.m.—Luncheon. 2 to 4 p.m.—Victoria Corporation match, 20 yards. 4.30 to 6 p.m.—Extra series, 500 yards. 4.30 to 6 p.m.—Ottawa team match, 500, 50 and 200 yards. Throughout the meeting extra series will be fired simultaneously with the regular matches, as targets become available.

THE RING.

TORN THE VICTOR.

The tattle encounter at the Victoria Athletic Club yesterday evening between Tolia, of the Imperieuse, and Walker, of the Amphion, was of short duration, the former being declared the winner after three warmly contested rounds. A large audience was present.

LOOKS LIKE WAR.

Comment on Japan's Latest Protest Against Hawaiian Annexation.

London, July 27.—St. James Gazette, commenting on Japan's protest in the Hawaiian matter, says: "According to European usage it amounts to a threat to resist the transfer of the archipelago by force, and is equivalent to warning the United States that they must give up their views as to Hawaii or prepare for war. It does mean just as much in the mouth of Japan, though the Americans do not seem to think so; but they have such odd ideas of diplomatic language that they are no great authority." New York, July 27.—A Herald special from Paris says: "The Herald's European edition publishes the following editorial under the heading: 'What the Japan Got To Say About It Any Way.' We publish a special dispatch containing the one printed in the Temps relative to the protest of Japan against the annexation of Hawaii by the United States. We do not think the United States can even entertain a protest concerning its policy from an non-Anglo-Saxon race. England is an Anglo-Saxon race sure and simple, and has for the last 200 years covered the world by its common sense and civilizing instincts, and today eighty-three millions of the Anglo-Saxon race across the water find themselves confronted with one of those Mongolian, Indian and Australian continents. We know very well what England would do under the circumstances, and we trust the Anglo-Saxon United States will do the same. A few American washings in Japanese waters would do no harm." London, July 27.—The Pall Mall Gazette says: "We have said from the first that it is no concern of Great Britain whether the United States annexes Hawaii or not, but Japan's protest should give American fingers something to think about. It remains to be seen whether American opinion will ratify the annexation policy. If it does, the matter becomes important for Japan has a powerful navy. Secretary Sherman, or, at any rate, President McKinley, will think twice before inviting the Japanese navy to do the mischief which it undoubtedly could." The Globe, after referring to the "cynical insolence of the American ministers," says: "Should it be our misfortune to engage in a quarrel with our kins beyond the sea, we must seize Hawaii immediately."

Texada City TOWNSITE. PLAN OF SALE. A. ALLAYNE JONES General Agent, 612 Hastings Street, Vancouver. VICTORIA AGENTS: LEE & FRASER, 11 Trounce Alley. HEAUMONT BOGGS & CO., 28 Broad St. A. W. MORRE & CO., 86 Government St. VANCOUVER AGENTS: C. S. DOUGLAS, 139 Cordova Street. D. F. DOUGLAS, Masonic Block. R. W. CHARLSON, 437 Hastings St.

ORIENTAL ADVICES

Arrival of the Steamship China at San Francisco—The Difficulty With Japan.

The Question Remains in Status Quo—An Interview With Count Okuma.

San Francisco, July 24.—The steamer China arrived to-day from the Orient via Honolulu. She brought a statement of the difficulty with Japan, as given by Attorney-General Smith. He says: "The Japanese question remains in statu quo. We have given our views, which happen to be diametrically opposite to those of Japan, and there we are. The last phase was submitted to Minister Shimamura about two weeks ago, and he felt it his duty to submit the matter to his home government. "In all our intercourse with him, Minister Shimamura has shown himself to be anxious to have the trouble settled amicably. Both publicly and privately, he has been all that anyone could desire. He is carrying out the instructions of his government in asking us to accede in certain things which we cannot do. He does not feel that he can give way, and that is our position. We have certainly made no headway, and it does not look as though we can under the present conditions. "You understand that we claim the right to pass and enforce laws which regulate the immigration to this country. In one of the first communications received from the minister on the subject he admitted that right, but later he claimed for his government that the enforcement of such a law was in direct violation of the clause in the treaty which gives subjects of Japan the same rights as those of the most favored nation. "What do I think if Japan would sever her treaty relations with us? Why, she would be 'thrown out of court' so far as this difficulty is concerned. I do not know what the general result would be. The treaty has been mutually beneficial. Our interests have been benefited by the Japanese and those people who have benefited through earning money for themselves and their families. "When arbitration was suggested as the only solution to the dilemma, Mr. Smith ventured no opinion. "The Japanese papers contain more fully an interview with Count Okuma, the Japanese minister of foreign affairs, a brief synopsis of which was telegraphed from Vancouver a few days ago. In the interview, which was published in Yonkuri, Count Okuma is quoted as saying relative to the proposed annexation of Hawaii by the United States: "Japan must oppose it to the utmost. Annexation must not be recognized. England has repeatedly attempted to make Egypt dependent, but France being positively opposed to that arrangement, England is obliged to abide by the status quo. Just in the same way Japan must oppose annexation to the utmost, and must stand by this decision resolutely. In diplomatic disputes, if one country finds its own power insufficient for attaining a certain end, it is frequently undertaken by the joint efforts of two or three powers, for if by the combined efforts of a minority in a great power a policy dictated by justice is strenuously maintained, nothing could prevent its attainment. Japan has communicated to England, Germany and France the reason for her protest against annexation. They may send their answers before long. "Mr. Oishi, vice minister of agriculture and commerce, who is regarded as one of the lieutenants of Count Okuma, according to the Japan Gazette, is said to have spoken on the annexation question to the following effect: "We have now made a vigorous protest against the United States with a

view to maintaining the peace of the Pacific. This is a great advance in Japan's diplomacy. Just see how many countries there are in the world which dare to prefer such a protest against America. Even the so-called six powers of Europe concede a step to the United States. Japan's protest has astonished the European powers for her plucky resolve, and they seem inclined to follow Japan's example. In future the powers will ascertain the attitude of Japan in any important question that may arise in the Pacific and the far East, before they may out their policy. Should the treaty pass the senate, unfortunately we must maintain our protest under any circumstances and for any length of time. The Japanese are not to be very headstrong and impatient in dealing with diplomatic matters, and often make unwise concessions for the sake of early settlements. This is a trait to be guarded against with caution. "According to the Japanese papers the government proposes to order Mr. Kamiya, consul at San Francisco, to proceed to Hawaii in the capacity of adviser to Minister Shimamura. It is stated that the Takachino, 3,700 tons, is making preparations to leave for Hawaii, where she will relieve the Naniva. The battleships Fuji and Yoshima are expected to leave England shortly for Japan, via the Suez canal. The former will take H. R. H. Prince Arisugawa on board, and will call at one of the Spanish ports. It is stated by one of the local papers of Tokyo that the object of this call is to make a treaty with Spain to combine against the United States as regards Cuba and Hawaii. "The U. S. S. Yorktown is now at Kobe. "The Yamiruri says that on June 28 a long and important telegraphic message arrived at the foreign office from America. It has not yet been made public. Admiral Boardlee has notified Capt. Book that he has no intention of sending the Marion away. The vessel is now being thoroughly renovated. "Counselor Akiyama, who was sent to Hawaii by the Japanese government as commissioner on the Naniva, returned to Tokyo July 14. "A large assortment of English Rockingham tea pots at R. A. Brown & Co.'s, 80 Douglas street. "Why don't you try Carter's Little Liver Pills? They are a positive cure for sick headache, and all the ills produced by disordered liver. Only one pill a dose.

Victoria Metallurgical Works ASSAY OFFICE, 43 Fort Street, Victoria, B.C. W. J. R. COWELL, B.A., F.G.S., MINING ENGR Sole Proprietor and Manager. CAPACITY OF STAMP MILL, 20 TONS PER DAY. CHLORINATION PLANT, 2 TONS PER DAY. Mining Claims Reported On.

Victoria Building Society. The Semi-Annual General Meeting of the above society will be held in Sir William Wallace Hall, Broad Street, on Saturday, the 31st July, 1897, at 5 p.m., to receive the Secretary's half-yearly Statement and Balance Sheet. By order. A. ST. G. FLINT.

PROTECT YOUR EYES. From bright sunlight and dust, by wearing a pair of our Perfected Smoke Glasses. They are restful and soothing to sensitive and weak eyes. See our large stock of Binoculars, Field and Marine Glasses. See the largest stock of Miners' and Magnifying Glasses ever shown in this province. F. W. NOLTE & CO., OPTICIANS, 127 FORT ST.

NOTICE. Is hereby given that I intend to apply to the Board of Licensing Commissioners at its next sitting as a Licensing Court for a transfer to William White of my interest in the license issued to William White and myself for the sale of spirituous and fermented liquors by retail upon the premises known as the King's Head saloon, situate upon the north side of Johnson street in the city of Victoria. Dated this 9th day of June, 1897. R. SLOAN.

NOTICE. St. John street, from Bellville street to Quebec street, is closed to traffic. E. A. WILMOT, City Engineer.

Esquimalt & Nanaimo Railway Co. NOTICE. To Prospectors, Miners and Holders of Mineral Claims on unoccupied land within the Esquimalt & Nanaimo Railway Company's land grant, FOR ONE YEAR ONLY from the date of this notice, the Railway Company will sell their rights in minerals (except coal and lignite) and the surface rights of mineral claims, at the price of \$5.00 per acre. Such sales will be subject to all other reservations contained in conveyances from the Company prior to this date. One half of the purchase money to be paid in cash, the remaining one half to be paid in two equal instalments, at the expiration of six and twelve months, without interest. Present holders of Mineral Claims who have not previously made other arrangements with the Company for acquiring Surface and Mineral Rights, are hereby notified to do so, make the first payment on their Claims, as otherwise they will be deemed and treated as trespassers. LEONARD H. BULLY, Land Commissioner, Victoria, B.C., June 1st, 1897.

NOTICE. THE ANNUAL GENERAL MEETING of this Company will be held on Tuesday, August 3rd, 1897, at 4 p.m., at the office of Messrs. Flint & Prosser, 15 Broad Street, Victoria, B. C., for the election of Trustees, the consideration of accounts, balance sheet, audit and the report of the Trustees, and to authorize the issue of debentures or mortgages to cover working expenses and advances, and general business. C. DUBOIS MARO, Secretary.

Mining Shares for Sale. Victoria Bonds at 100% \$0.25 Nelson's Shares at par \$0.25 Gold Shares at par \$0.25 B. C. Shares at par \$0.25 W. C. Shares at par \$0.25 J. X. Shares at par \$0.25 A. W. MORE & CO. Mining Brokers, 88 Government St.

A W. MORE & CO. Heintzman Piano for Sale. Lady leaving for England offers Heintzman Piano, worth \$200, for \$100. Terms can be arranged by applying to S. A. STODDART, JEWELLER, 66 YATES STREET.

AUCTION SALES. ONLY CORNER AUCTION ROOM.

WILLIAM JONES General Auctioneer and Commission Agent. 133 GOVERNMENT ST., COR. PANDORA.

FURNITURE, FARM STOCK AND REAL ESTATE AUCTIONEER.

All goods sent for absolute sale will receive prompt and personal attention. Consignments solicited. Money to loan on real estate. Furniture bought for cash to any amount. W. JONES, Auctioneer.

AUCTION SALE.

P. J. DAVIES, AUCTIONEER, Will Sell by Public Auction on

Thursday, July 29, 1897 At His Saleroom, 81 Johnson Street, at 2 p.m., without reserve,

Dry Goods, Clothing, Boots and Shoes, Crochery, Glassware, Looking Glass, Saddles, Sewing Machine, Bicycles, Winchester Rifle, Wheelbarrow, etc., etc. Terms Cash. P. J. DAVIES, Auctioneer.

P. J. DAVIES, AUCTIONEER, APPRAISER & COMMISSION MERCHANT 81 Johnson St., Victoria.

CANADIAN PACIFIC NAVIGATION CO., Ltd. CLONDYKE GOLD FIELDS. S.S. DANUBE will sail from Victoria for DYEA, ALASKA at 5 p.m. on AUGUST 1st.

S.S. ISLANDER, AUGUST 15. For freight and passenger rates apply companies office, Wharf St. JNO. IRVING, Manager.

Result of Crush of 1 1/2 Tons Rock From the property of THE VICTORIA-TEXADA MINING CO., Ltd. Free Gold..... \$900 Concentrates (about)..... 200 \$1,100

A few shares for sale at the par value, 25 cents. Company's capital, \$100,000. Treasury on hand (stock) \$72,000. All promoters' stock pooled to October 31st. BEAUMONT BOGGS & CO., Company's Brokers - - - 28 Broad Street.

FOR SALE. On Pender Island 3,181 acres of mixed farm, fruit and pasture land, some cleared, with coal and mineral rights at \$25 per acre. Title, Crown Grants. The island abounds with game, trees, bays with fish. For further particulars see Directory. Apply H. J. ROBERTSON, Saltwater Hotel.

NOTICE—The Pold and Gold Mining Co., Ltd., By THE ANNUAL GENERAL MEETING of this Company will be held on Tuesday, August 3rd, 1897, at 4 p.m., at the office of Messrs. Flint & Prosser, 15 Broad Street, Victoria, B. C., for the election of Trustees, the consideration of accounts, balance sheet, audit and the report of the Trustees, and to authorize the issue of debentures or mortgages to cover working expenses and advances, and general business. C. DUBOIS MARO, Secretary.

C. R. Cory, David Ellis, J. Hart, wife and son, and B. W. Pellett.

Most popular non-alcoholic beverage in the world—Kops Cheer.

For Bargains go to the Sterling, Yates street. Entire stock at clearing prices.

There will be a meeting of the school board at the office of the secretary, 36 Fort street, on Wednesday, July 28th, at 8 o'clock p.m.

The Cadet Royal Templars of Temperance will meet as usual in the Y.M.C.A. hall for juvenile temperance work and drill, this evening at 8:30 p.m. Visitors are welcome at the meeting of the corps.

The secretary of the British Columbia board of trade has received a few copies of Mr. Jurgin's pamphlet on the Yukon gold fields, and more are promised on Thursday next.

The information against Victor M. Ruthven of publishing obscene literature was last evening dismissed by Magistrate Macrae, but this is not the best of the case.

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LOCAL NEWS.

Cleanings of City and Prov. -cial News in a Condensed Form.

Remember the great Clearance Sale now going on at the Sterling, Yates street.

The sad news was received yesterday, by Mr. John Mulholland of the death of his only sister at Glasgow, Scotland.

The "Bedmington," late Manor House, Vancouver, under management of H. R. Stratton.

If you are going to the Clondyke Sugar Refining Co.'s special 20-pound package. Packed expressly for mountain climbing.

Last evening the Keys in the local office of the C. P. R. Telegraph Company commenced to tick, after a silence of ten days.

Friday evening is the date set for the opening of the sale of stereoscopes for the Fifth Regiment band excursion to Seattle on Saturday next.

Allan Stevens is lying at the Jubilee hospital suffering from a broken leg, the result of an accident which befell him yesterday evening.

The Heywood group, on Fort street, presented a scene of activity this morning. The ladies of the Metropolitan church have spared no pains to ensure that all who attend the garden party and hand concert this afternoon and evening will have an enjoyable time.

Following is the programme of the concert to be given by the Fifth Regiment band at the Mount Baker Hotel to-morrow evening, beginning at 8:15 o'clock:

March—"Hallelujah".....Hall Overture—"Bridal Rose".....Lavalley Caprice—"Stimplicity".....Moses Selection from "Cavalleria Rusticana".....Masagui Intermission of ten minutes.

The weekly meeting of the Natural History Society was held yesterday evening at the provincial library, a large number of the members being present.

Following are the Victoria passengers on the Umatilla, due this evening from San Francisco: Miss Laux, Miss O'Grady, Miss Druebel, Miss Philbeck, Miss A. L. Johnson, Miss A. M. Johnson, Miss M. J. Shaw, Miss Maceoin, Geo. G. Ferguson, Miss Burlington, Miss Sloan, Mrs. Drake, Dr. Drake, L. D. Jacks and wife, Mrs. McLennan and two daughters, Daniel McDonnell, Wm. McNair, W. Winks, M. R. Hickey, G. H. Austin, Miss P. Gates, Miss J. McNell, Mrs. Hains, Miss E. J. Bennett, Miss May Gould, Miss M. C. Keouch, Miss A. McKennie, Mrs. McNair, Mrs. Freese, Mrs. Lincoln, Miss Adams, Mrs. Moore, Mrs. Reese, Mr. Freese, Miss Newcourt, Miss E. Earl, Miss A. Earl, Miss L. Carpenter, Miss Patterson, Miss J. McLachlan, A. J. Benson, Miss Randolph, Miss O. Romaine, Miss Wady, Miss Irwin, Miss Norcross, Miss H. Gemmon, Miss H. Knapp, A. Collis.

The steamer Maude arrived down from Texada this morning bringing coal from Comox on her way down.

The Oceanic Steamship Company's steamer Alameda, sails from San Francisco on August 19th for Hawaii, Samoa, New Zealand and Australia.

The British bark Sydenham, 1,063 tons, Captain Phinister, arrived last night from Pisagua. She has been chartered to load lumber on the Sound for Australia.

The Northwestern Steamship Company has decided not to place a steamer on the Victoria-Seattle route in place of the Rosalie, which, as stated last evening, has been sold to Captains Roberts and associates to run on the Alaska route.

H.M.S. Amphion leaves to-morrow for Behring sea to assist the vessels now there in patrolling the Behring sea. The Wild Swan and Pheasant, together with the British vessels from the North China squadron, are already there, and these, with the five American war vessels, will make the fleet patrolling the sea almost as numerous as the sealing schooners themselves.

The steamer Islander is being rapidly prepared for her trip to Dyes. The carpenters worked hard on her to-day, and before the evening they had erected long rows of bunks four tiers high in the long passage ways, and built bunks in every available space on the vessel.

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Clondyke Medicines BADLY NEEDED WHEN THEY ARE NEEDED.

We are supplying all that is necessary, in compact form, at a moderate price.

John Cochrane, CHEMIST, North-West Cor. Yates and Douglas Sts.

GOLD! GOLD!! GOLD!!!

Lorne Creek is the Latest Place Where a Rich Strike Has Been Made.

During the Period from April to July Nine Thousand Dollars Was Taken Out.

The many friends of Mr. J. E. Wood, of Chilliwack, are still rushing to the Angel Hotel in crowds to talk with the returned miner about his northern El Dorado and to view his gold.

The steamer Caladonia, of the Hudson's Bay Company, which runs up and down the Skeena, connecting with the steamer Danube, runs past at a point very close to the claim, and when the steamer whistles he runs down to the water in time to catch her mail and provisions.

Mr. Wood reports that Sam Booth and his brother, the two colored gentlemen who dealt in old clothes on Johnson street, have also struck a good thing on Lorne creek.

Provisions, he said, are scarcely any dearer than they are in town, for bacon can be bought at the Hudson Bay Co.'s points for 13 cents per pound and flour for \$2 per sack, with other provisions in proportion.

PERSONAL J. Roderick Robertson, of Nelson, is at the Driard.

R. P. Rithet, M.P.P., leaves for San Francisco to-morrow evening.

Mrs. Berg and child and Mrs. Lewis, of Rosland, are guests at the Oriental.

Hon. T. Mayne Daly, ex-minister of the interior, now a resident of Rosland, is a guest at the Driard.

SOLDIERS FOR ALASKA. The United States Government Will Send a Detachment.

Washington, D.C., Feb. 27.—The president and Secretary Alger have decided to detail an army officer and a company of soldiers from the regular army for service in Alaska.

REDUCED RATES TO THE EAST. From July 12th to July 17th inclusive, also on Mondays and Thursdays thereafter up to and including August 31st, the Northern Pacific Railway will sell tickets at greatly reduced rates to all unoccupied points in the East and Europe.

WOOD... Consult us for your supply of Wood and Coal. Our Wood is thoroughly seasoned and cut from large timber. Delivered in any length.

Spratt & Macaulay. A. SHERET PLUMBER, Gas and Hot Water Fitter

102 Fort Street, near Blanchard Street.

G. D. SCOTT Insurance, Financial and Mining Broker.

42 Fort Street, Victoria.

OLD RELIABLE LONDON & LANCASHIRE LIFE ASS. CO.

MONEY TO LOAN ON ANY GOOD SECURITY

20 Per Cent. Reduction

Do you realize what that means?—20 per cent. saved on every dollar you spend for Clothing or Furnishing Goods. What do you think about it? Don't you think it would be good policy to buy now? Could your money earn a bigger return on any other investment? You need the goods—we want the money. Let's make a trade. \$5.00 Suits for \$4.00; \$4.00 Suits for \$3.00; \$7.00 Suits for \$5.00; \$8.00 Suits for \$6.00—and all other goods in proportion. 20 per cent. means a big saving to you on that Suit you need.

Cameron, The Cash Clothier, 55 Johnson Street.

to show it to his old employer, Mr. Patterson, the crowd were not to be kept back; they crowded around the little table and filled every inch of space in the room, craning their necks to get a sight of the gold.

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OLD RELIABLE LONDON & LANCASHIRE LIFE ASS. CO.

MONEY TO LOAN ON ANY GOOD SECURITY

Sailing! Sailing! THE STERLING

Our Summer Regatta is now going on, and the beautiful craft that attract the attention of the people. Here they are:

DRESS GOODS! We are simply slaughtering Dress Goods. If you want a New Dress at a little cost here's the place to come.

GLOVES! Our past reputation in Gloves is well known. But we are now selling at prices that startle the public.

UNDERWEAR! We have always made this line a specialty. But we are now doing more than ever. All lines reduced to bedrock prices.

The Sterling, 88 Yates St.

A SACRIFICE SALE OF Tan Goods FOR LADIES

IS NOW ON At our Store. We must clear out all Colored Footwear—No reasonable offer refused. So on time.

A. B. Erskine, Corner Government and Johnson Streets.

You Can't Do Better

If you are in need of a New Suit, an Overcoat, a Pair of Trousers -- or anything in the Merchant Tailoring line -- you can't do better than see us. We carry a large, well-selected stock of the most fashionable fabrics for gentlemen's wear, and our prices are satisfactory to our clients.

A. Gregg & Son, Yates St.

WHAT TO EAT IN THE KLONDYKE

OKELL & MORRIS' PRESERVES in Tins. Klondyke Sauces and Ketchups. Trip's Strength Vinegar

And as a Preventive Against Colds and Coughs, KLONDYKE KOFF KURE, in Tins

.... FOR

G. D. SCOTT SEAGRAM'S WHISKEY

THE SOLE AGENTS ARE R. P. RITHET & CO., Ltd., Wharf St.

KLONDIKE MINERS.

THINGS YOU NEED. Cold Dust Bags, Money Belts, Sheath Knives, Heavy Pocket Knives, Saws, Axes and Forks in single sets, Compasses and Mineral Classes—a fine collection, at

FOX'S 75 GOVERNMENT STREET.

NOTICE. Is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting at a Licensing Court for a transfer to Patrick Burke of my license for the sale of wine and liquor by retail upon the premises situate on the north-east corner of Fort and Douglas streets, Victoria City, known as the Royal saloon.

NOTICE. Notice is hereby given that we intend to apply to the Board of Licensing Commissioners of the City of Victoria at its next session for a transfer of the license issued to Mr. Fagden upon the premises known as the Hall Street, situated at East corner in the city of Victoria, to Wm. Gowing.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

THOS. GAVIN.

AWARDED HIGHEST HONORS—World's Fair, DR. PRICES' CREAM BAKING POWDER MOST PERFECT MADE

HOTEL DALIAS Seaside Hotel—10 minutes—by electric cars from post office. Strictly first-class. Porter and baggage-man at every steamer and train. Wm. Jensen, proprietor.

WOOD... Consult us for your supply of Wood and Coal. Our Wood is thoroughly seasoned and cut from large timber. Delivered in any length.

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MR. RHODES' ERROR

Spirited Debate Upon Report of Committee of Inquiry Into the Transvaal Raid.

Mr. Chamberlain Exonerates Rhodes from Blame—A Patriot Like Garibaldi.

London, July 26.—The house of commons was crowded to-day in expectation of a spirited debate upon the report of the select committee appointed to enquire into the circumstances of Dr. Jameson's raid into the Transvaal and into the conduct of affairs of the South Africa Chartered Company.

Mr. Henry Chamberlain spoke in the same strain. He said he thought that if Canada should be ruled by the secretary of state of the United States without the assent of the president, England would not be satisfied if the secretary of state were treated as Cecil Rhodes had been.

Mr. Chamberlain reminded the opposition that it was due to their insistence that the committee had been appointed and that he himself had been a member of it. He had been in a position, he said, in which he felt like judge, witness and defendant.

Mr. Chamberlain added that he was glad to be able to state that the position of South Africa was better now than it had been at any time since the raid, and President Kruger was desirous to meet the government in a proper spirit.

In these days of culture 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.

HERE IS A KICK. To the editor: I have been reading your excellent paper for a long time, and in the main I find it a very satisfactory newspaper, but here is one feature that aggravates me beyond measure.

Forms a complete food for Brain, Blood, Bone and Muscle, and supercedes all ordinary Meat Extracts, for flavoring and enriching Soups, Sauces and Made Dishes. Sold by all first class Grocers and Druggists.

BOVRIL, LIMITED 27 St. Peter St., MONTREAL.

For cases of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, try Carter's Little Nerve Pills. Relief is sure. The only nerve medicine for the price in the market.

WELSH QUARRYMEN COMING.

Mr. William Griffiths, agent for the Canadian government in Wales, attended an extraordinary mass meeting of Pembrokeshire quarrymen at Bethesda Chapel on Saturday night, Ald. Pary, Costmor, presiding. The agent read a telegram received on Saturday from the Hon. Clifford Sifton, minister of the interior for Canada, intimating that the Canadian government were making arrangements for special land grants to 1,000 Welsh immigrant laborers in Manitoba or the Northwest Territory, and undertaking to provide remunerative employment for them on government railways and public works in the neighborhood of the settlement, thus enabling them to secure the means to start farming operations on the land grants.

BUCKETS FROM THE WELL.

Set down the bucket and draw a single bucket full of water from your well. By looking at it and tasting it you know the condition of all the water in the well. A man doesn't need to talk long on a subject in which he is interested in order to show you his real character. You can form a pretty correct opinion of him often in ten minutes. On the same principle you are frequently able from the recurrences of the hour, to judge of the history of years. This is Nature's way of teaching large truths by samples.

For instance, here are two or three short sentences taken from a letter, which in all does not comprise more than one hundred words; yet they point out what went on during twelve years of the writer's life.

Now, think a minute what this means. Healthy people cannot understand it at all; but most of us have undergone pain enough, some time or other, to help us to fancy what such a long and weary stretch of it must be. It is like a cold rainstorm that never ceases; like a corpse that is never removed; like a screeching noise in the ears night and day; like the knowledge of an enemy following you every step you take, and standing over your bed when you try to sleep; like— but what's the use? No illustration can adequately set forth what it means not to see a well day for a dozen years.

Well, the letter says that after almost half an average lifetime of this, a customer came into the writer's shop and told him of a remedy which she had the best of reasons for believing in, as it had cured her husband of the same kind of disease. He procured it and soon realized its virtues. It had power to reach the very source of his malady: The wearing, exhausting pain became less, and soon returned no more; what the doctors, with all their experience, failed to accomplish, was done by this medicine—so easily that it seemed like the act of one who, by some strange power, says to an evil thing, "Depart!" and it vanishes.

Having gratefully announced his recovery, the writer of the letter adds: "Since then I always keep this medicine in the house. When any of my family are ill we resort to it, and it never fails us. You can publish my statement that other sufferers may hear of it. Yours truly, (signed) William Parry, Pork Butcher, 435 Lew Chester Road, Rock Ferry, near Liverpool, December 20th, 1892."

Another man tells a similar story—the history of eight years instead of twelve, to be sure. Yet eight years are quite enough to be filled with physical and mental distress. Pain in the chest, sides and stomach; the eructation of sour, frothy water; being so inflated with wind that he was obliged to loosen his clothing; loss of appetite and sleep, and the uselessness of all medical treatment, etc.—this is the substance of what he was called upon to pass through.

He, too, at last heard of this medicine, and used it. "Now," he says, "I am altogether a new man, and my health is better than ever. (Signed) Charles Appleby, Lelsham, near South Milford, Yorkshire, February, 9th, 1893."

So run the stories of illness and recovery—thousands of them in England—thousands of them everywhere. The same dreadful indigestion and dyspepsia (the curse of the race) and the same cure in every case, in which it has been tried—Mother Selig's Curative Syrup.

BOVRIL Is the Product of Prime Ox Beef BOVRIL

WHOLESALE DEPOT BOVRIL, LIMITED 27 St. Peter St., MONTREAL.

We defy the Experts GIGANTIC OFFER. GENUINE WHITE TOPAZ. THE OPPORTUNITY Don't Miss It. THE DIAMOND PALACE, AMERICAN EXPRESS BUILDING, CHICAGO, ILL.

THEY COUNT BY THE SCORE

Yea, By the Hundreds, Those Who Have Been Cured of Dire Disease By South American Nerve.

A Remedy Widespread and Universal in Its Application. Where Other Medicines Have Failed and Doctors Have Pronounced the Cases Beyond Cure, This Great Discovery Has Proven a Genuine Elixir of Life.

The Same Verdict Comes From Old and Young, Male and Female Rich and Poor, and From All Corners of the Dominion.

If it is the case that he who makes two blades of grass grow where only one had grown before is a benefactor of the race, what is the position to be accorded that man who by his knowledge of the laws of life and health saves energy and strength where last year's death had before prevailed?

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SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA. Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or pretense that it is "just as good" and "will answer every purpose."

Clean! Truthful! Wideawake!

Do You Read It?

Twice-a-Week Times

All the News.

Times P. & P. Co., W. TEMPLEMAN, Mgr.

Times Building, Broad Street. VICTORIA, B. C.

ROYAL

BAKING POWDER
 Absolutely Pure.

Celebrated for its great leavening strength and healthfulness. Assures the food against stum and all forms of adulteration common to cheap brands.

ROYAL BAKING POWDER CO. NEW YORK.

POINT ELLICE BRIDGE

Judgment Given in the Case of Mrs. Gordon Against the City of Victoria.

The Chief Justice Decides for Defendant on Point of Legal Responsibility.

Effect of Law as Applied to the Answers Returned by the Jury.

covered it, to become slippery and dangerous. (Blackmore vs. the Vestry of Mile End Old Town, 46 L. T. Rep. 860; 9 Q. B. Div. 451). Again, if a local authority construct sewerage works so defectively as to cause a nuisance, or if they drain their sewerage into the plaintiff's stream, they will be liable. (Goldsmith v. Tarnbridge Wells Commissioners, 13 L. T. Rep. 332; L. R. 3 Ch. 349).

The present action was by a widow to recover damages against the corporation of the city of Victoria and the Consolidated Railway Company, on account of the death of her husband, which occurred on the 26th May, 1896, while the deceased was riding on a tramcar of the defendant company, and travelling over a bridge within the limits of the city of Victoria. The jury having acquitted the tramway company of negligence, judgment was entered for them at the trial. On the day in question, which was a holiday, the deceased, James B. Gordon, was a passenger on a densely crowded tramcar going to a naval review being held in the neighborhood of Esquimalt, to which place the company runs cars from Victoria, passing over the bridges on the way, the first Rock Bay bridge, the second Point Ellice bridge.

On reaching Point Ellice bridge, another car, similarly crowded was just ahead of the car in question, and had emerged from the bridge on the Esquimalt end just as this car commenced to cross. It was a truss bridge, containing two spans, and upon the car reaching the first span, the bridge collapsed, and the car plunged through into the water below, and five and more passengers, including James B. Gordon, were drowned, or killed by the falling timbers.

The bridge was not built by the municipal corporation, neither was it within the corporate limits at the time of its construction. It was built under contract for the provincial government in the year 1885, and was then outside the city limits. The limits were extended in the year 1890, the extension taking effect on January 28th, 1891, so as to expressly include Point Ellice bridge. The contract price of the bridge was \$11,800, and it was constructed partly of wood and partly of iron. The spans were 150 feet long, supported by iron cylinder piers, of which there were four, measuring 12 by 18 inches each by 19 feet in length. The floor system of the bridge was connected with the truss by means of iron hangers, which were originally bolted to the wooden floor beams through holes bored for the purpose, and fastened beneath by iron plates secured by nuts; the vertical posts and hip verticals, diagonals and counters, and also the bottom laterals and sway rods being connected with the hanger by means of an iron pin, which was passed through the head or eye of the hanger, thus holding the top structure and flooring together.

The bridge was designed to bear 1,000 pounds per lineal foot, with a factor of safety of five, that is to say, that although the design capacity of the bridge would be 1,000 pounds to the lineal foot, yet its extreme limit of safety would be five times that load. The bridge, however, did not come up to its design, that is to say, its weight exceeded the estimate by 300 pounds per lineal foot, so that its design capacity should be placed at only 700 pounds per lineal foot, and its factor of safety as shown by the evidence, instead of being five, was only four and one half.

The bridge then being designed for an ordinary traffic of 700 pounds to the lineal foot, that weight must not ordinarily be exceeded. To do so would be to reduce the factor of safety. The ordinary traffic of the bridge, without trams, would exhaust its design capacity of 700 pounds to the foot.

In the year 1890, a company named "The National Electric Tramway & Lighting Company, Limited Liability," obtained a private act, (Cap. 52), empowering them to construct, maintain, and operate, tramways over the bridges between Victoria and Esquimalt, including, of course, the bridge in question, and under that authority, the company was operating cars at the time of the extension of the city limits. Such operation was subject to the supervision of the chief commissioner of lands and works, and at the time of the extension of the limits the cars which were operated by the company were less than half the weight and carrying capacity of the car in use at the time of the accident. By the extension of the limits, the control and management of the bridge passed from the chief commissioner of lands and works to the civic authorities, who, under section 96 of the Municipal Act, 1891, sections 80, 106, 115, 119, and 129, had power to pass by-laws for purposes of regulating the traffic thereon, and in all matters relating thereto. The 57th Yel. Chap. 97, after reciting an agreement with the city of Victoria, dated 29th November, 1888, for the running of tramways within the city, the 32d clause of which agreement stipulated that the parties to the agreement should be jointly and severally liable for the construction and operation of street railways over any bridge in the city, provided that they should at their own expense furnish and lay a new flooring over any bridge, and crossing, and provided also that the location of any such bridge line, and the work done thereon and the material provided therefor should be to the satisfaction of the city surveyor, enacts under section 12, that in addition to the powers conferred by the agreement, the company might, "upon the terms and conditions as fully set forth in the agreement, lay their tracks and operate their tramways, upon and along (amongst other places) the bridges lying in and between Victoria and Esquimalt." Under these powers, then, the city had full authority to dictate the size, character and weight of the cars to be run upon the bridges, and it appears that after the city had taken control of the bridge, the weight of the cars was increased, and was permitted to operate there, the cars weighing, together with trucks and motors, about ten tons. This added to the ordinary traffic of the bridge, would, of course, materially reduce the factor of safety, and, besides this, the elastic strain of the bridge, which is only half of the breaking strain, would be exceeded, and the bridge thereby permanently injured. On the 31st of May, 1891, the city authorities were informed by a letter written to their engineer by one West, a practical bridge builder, and laid before the council, that the bridge was decidedly unsafe, owing to the tram-car traffic. The letter said: "In my mind all that is required to tip the spans up the Gorge is a strong west wind aided with a little assistance from the tram-cars. Although none of my business, I deem it my duty for the safety of the public to notify you, as you may not be aware of the danger which is lurking there." Nothing was done, however, in response to this warning until the month of June, 1892, when an accident happened owing to the breaking of one of the floor beams whilst the car was passing over it. This accident and its temporary repair was immediately reported to the council by their engineer, who also reported that "the noise of the floor beams were rotten, and recommended the putting in of iron beams throughout, at a cost of \$1,500. No action was taken until 29th of June, when the city engineer wrote the council: "I beg to call your attention to the fact that tramscars and heavily loaded wagons still cross Point Ellice bridge, although that structure was reported unsafe for such traffic at a meeting of the council held on the 29th inst., and a notice to that effect published in one of the daily newspapers. If the bridge is not closed at once, a serious accident is liable to occur at any moment, as the bridge is in a decidedly dangerous condition." The council then determined to repair the bridge by merely replacing the rotten beams with new wooden ones, leaving the rest untouched. They also authorized the then tramway company to execute certain other works on the bridge. The city put in nine new floor beams and the tramway company put in wooden longitudinal stringers, 10x12, under each rail for the length of the bridge, and divided the planking, which had hitherto extended the complete width of the bridge, diagonally and without break, into sections, thus enabling them to lay their rails upon the stringers instead of upon the planking as before. The whole work was done under the supervision of the engineer. In putting in the new beams, it was deemed better, instead of boring holes through the beams to admit of the hangers, to pass the hangers round the ends of the new beams, in the form of a stirrup. This required longer and differently shaped hangers. For this purpose so many of the old hangers as had been used in the old beams were taken to a blacksmith's, and were each secured with two plates, one piece of each iron splice or welded into them, so as to increase them to the required length, and in this shape were attached to the beams, and connected as the hangers were formerly. Iron welded in this way is of treacherous capacity. The rails for passage of the cars were laid on the side of the bridge. The effect of this was, of course, to cast the weight on that side, and the cutting of the flooring into sections added somewhat to that weight. The total weight was no longer distributed to the same extent as when the flooring was intact. But the plaintiff's witness, Bell, attaches but trifling importance to the cutting and change in the flooring, and as there is no finding regarding this matter by the jury, the accident cannot be attributed to this cause. The plans and specifications of the original construction of the bridge were at all times open to inspection at the government offices, as well as the strain sheet, showing what the capacity of the bridge was designed to be. Yet the city officers never inspected them, and the evidence shows that no intelligent repairs or supervision of the bridge and the load it could carry could be made or had without such inspection.

The bridge was never constructed to carry cars at all, much less cars of the weight permitted by the city. The ordinary carrying capacity of the bridge, as before stated, was 700 pounds to the lineal foot, or a total of about six and one half tons in the panel of 18 feet 9 inches. Whereas, the car itself was ten tons, and at the time of the accident, load and all, weighed twenty tons or more than three times the ordinary capacity of the panel.

Immediately after the accident, the corporation caused the broken portions of the bridge to be removed, and one of the old hangers was found to be broken and disconnected at the eye or head, but still attached to the beam. Mr. Bell, who examined the wreckage at the time, in conjunction with the city engineer, and reported thereon to the corporation but the particulars of whose report were not in evidence at the trial, when asked whether there were any other broken hanger, or stirrup, says: "No, I think not. If my memory serves me right, there was one missing, but I don't remember any broken, but one."

The findings of the jury, in reply to the several questions put to them, are that the proximate cause of the accident was the breaking of a hanger. This they considered proved by the fact that one was broken, and no other strain so great could have been put upon it at the time of the accident as that caused by the car passing over it, and they add: "We further think the missing hanger strengthens this conclusion." In reply to the question: "Was the corporation liable for the accident?" they reply: "Yes, because having been made aware of the bad condition of the bridge through the report of the engineer and otherwise, they attempted repairs, but the work was not done sufficiently well to strengthen the structure. In our opinion it was their duty to first ascertain the carrying capacity of the bridge before allowing such heavy cars to pass over it." Then the jury find that although they could readily say accurately that information the corporation at the time of the repairs in 1892 did not know the plan and design of the bridge, the method of construction and the nature of the material employed, and the capacity of the bridge; and they also find that the corporation, with a view to increased traffic, and the use by the company of large cars, effected alterations in the bridge, but that such alterations had regard to the limited use by the company of large cars, and all that the jury have to say about the alterations effected by the tramcar company was that they might have been better; and they also say that the company, with the consent of the corporation, used cars of a size and weight beyond the strength of the bridge to carry.

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Beautiful eyes grow dull and dim
 As the swift years steal away.
 Beautiful, willowy locks so slim
 Lose fairness with every day.
 But she still is queen and bath charms to spare
 Who wears youth's coronal—beautiful hair.

Preserve Your Hair

and you preserve your youth.
 "A woman is as old as she looks," says the world. No woman looks as old as she is if her hair has preserved its normal beauty. You can keep hair from falling out, restoring its normal color, or restore the normal color to gray or faded hair, by the use of

Ayer's Hair Vigor.

way Bay, leaving Seattle on August 2d. Four provincial police officers will go up to Dyea tomorrow evening on the steamer Islander in charge of Officer Bevis, to help the customs officers who go up with them to collect the goods and outfits of the American miners.

PILOT RAY SMELTER.

Confirmation of its Sale to the Braden Bros., of Helena.

Helena, Mont., July 27.—A big mining deal was consummated to-day by which Braden Bros., of Helena, got possession of the reduction works at Pilot Ray, on Kootenai Lake, B. C., owned by the Kootenai Mining & Smelting Company. The works, which have been idle a year, will be put in operation at once. The plant contains a fifty ton concentrator. The company owning the property spent \$1,000,000 on the reduction works in various improvements, but were unable to make the venture a financial success. The deal includes the Pilot Ray, one of the largest lead mines in the world, which will be worked by Braden Bros. That mine, and other properties of the firm at other points in British Columbia will furnish the reduction works with its chief supply of ore. The resumption of work in the smelter will have the effect of opening up a number of mines in that section.

PASSENGERS.

Per steamer Bonita from the Sound—J. McGregor, W. W. Morrison, M. Woolsey, Miss Woolsey, 'the Misses Woolsey, J. McKelvey, B. Bloomington, B. B. Folsom, Mrs. Howard and sister, F. Nichols, Miss Nichols, C. Drake, F. Miller, Miss Miller, E. Taylor, Ben. P. Adams, Miss Adams, Mrs. Belmont, Chas. B. Plesner, Dan. Plesner, Per City of Kingston from the Sound—W. A. Irving, S. Brown, W. L. Gassen, D. Keet, D. B. Denton, W. Emory, J. G. Bodmest, J. L. Thum, John Henry, Mrs. Hagan, Miss Pender, Miss Stewart, Mrs. Stewart, Mrs. Purson, Miss Mearns, Miss Corn, Mrs. King, Mrs. Fazer, Mrs. O'Rourke, Mrs. Bonfield, Mrs. Rose, Miss Perival, Miss Patts, Mrs. Harford, J. Elliott, B. M. Purson, J. Farquhar, B. Baily, F. Clark, Mess