SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

July 29—Str London City, Patterson, from London, S Schofield and Co (Ltd), gen cargo.

Str Marseilsborg, 2899, Hartmann, from Hartlepool, Wm Thomson and Co, bal.

Str Glasgow, 1573, English, from Rio Janeiro, J H Scammell and Co, bal.

Str St Croix, 1064, Pike, from Boston, C E Laechler, mdse and pass.

Coastwise—Schs L'Edna, 67, Sabean, from Quaco; Ocean Bird, 44, Magranahan, from Margaretville; Roland, 93, Roberts, from Parraboro; Satellite, 26, Perry, from Westport; Chieftain, 71, Tufts, from Quaco; Druid, 97, Tufts, do; str Westport, 8, Payson, from Westport.

July 30.—Coastwise—Schs Dora, 63, Gillespie, from Parraboro; Electric Light, 33, Poland, from Campobello; Lena Maud, 98, Gigey, from Apple River; Juno, 97, McLean, from Advocate Harbor; Forest Flower, 98, Ray, from Margaretville; Yarmouth Packet, 76, Shaw, from Yarmouth; May Queen, 30, Redmond, from Meteghan; Temple Bar, 44, Longmire, from Bridgetown.

Aug 1—Sch Canary, 97, Wasson, from Fall River, J W McAlary, bal.

Sch Valetta, 90, Whittaker, from Wareham, J F Watson, coal.

Sch Temperance Bell, 91, Belyea, from Eastport, J A Likely, bal.

Sch Lizzie C, 78, McDonald, from Gabarius, C P, master, coal.

Sch E M G Hardy, 90, McDonald, from Sydney, master, coal.

Sch Marcus Edwards, Patterson, from Boston, P Tufts, bal.

Sch S A Fownes, 124, McKiel, from Boston, A W Adams, oakum.

Sch D W B, 120, Holder, from Boston, D J Furdy, bal.

Sch Ravola, 130, Forsyth, from Dorchester, J W Smith, bal.

Coastwise—Schs Abana, 97, Floyd, from Quaco; E N B, 37, Morris, from Port Greville; Selina, 59, Matthews, from Apple River; A Gibson, 96, Barnes, from do; Nellie Carter, 77, Carter, from River Hebert; Berma, 94, Stewart, from Sackville; Susie Pearl, 74, Gordon, from Alma; Corinto, 97, Kennie, from Advocate; Alice, 17, Trahan, from Grand Manan; Adelaide, 90, Jenks, from Windsor; Iona, 28, Morris, from do; Ben Bolt, 90, Steeling, from Sackville; Annie Gale, 96, Wolfe, from Joggins; Three Links, 31, Duncan, from Sackville; Maggie Lynds, 66, Christopher, from Moncton; Whistler, 23, Faulkner, from Maitland; Alba, 91, McLeod, from Joggins; Rebecca W, 50, Gough, from Quaco; Helen M, 62, Hatfield, from Parraboro.

Cleared.

29th—Str Tremont, Colby, for Boston.

Sch Marion, Recker, for New York.

Sch Rondo, Sprags, for New Haven, f o.

Coastwise—Schs Ocean Bird, Magranahan, for Margaretville; Silver Cloud, Bain, for Digby; Fred and Norman, Trask, for Sandy Cove; Annie Blanche, Randall, for Parraboro; str Beaver, Potter, for Canning; Westport, Payson, for Westport; Satellite, Perry, for Westport: Swallow, Branscombe, for Alma; Sarah E Ells, Houghton, for Kentville.

ST JOHN, July 29—Cld, schs Lizzie B, Belyea, for Thomaston; Rondo, Spragg, for New Haven.

July 30.—Sch Lizzie B, Belyea, for Thomaston.

Sch Reporter, Gilchrist, for City Island, for orders.

Sch Romeo, Campbell, for New Haven.

Sch A P Emerson, Haley, for New York.

Coastwise—Schs Comrade, Dickson, for Quaco; Hattie, Thompson, for Westport; May Queen, Redmond, for Grand Manan; Bear River, Woodworth, for Port George; Electric Light, Poland, for Campobello; Clarine, Dickson, for Quaco; Roger Drury, Dixon, for Hillsboro; Forest Flower, Ray, for Margaretville; Elihu Burritt, Spicer, for Windsor; Myra B, Gale, for Quaco.

Aug 1—Stmr Cumberland, Thompson, for Boston.

Stmr Dalmally, Lecoutre, for Manchester.

Bark Vesuvio, Cassaco, for Marseilles.

Coastwise—Schs Marysville, Moffat, for River Hebert; Whistler, Faulkner, for Maitland; Lida Gretta, Ells, for Quaco; Union, Shields, for do.

CANADIAN PORTS.

Arrived.

At Hillsboro, July 27, sch W R Woodside, McLean, from Salem.

At Bathurst, July 27, sch Madura, Fair from Glasgow.

At Quaco, July 28, schs Rebecca W, Gough; Abana, Floyd; Harry Morris, McLean, from St John.

At Yarmouth, July 29, s s Boston; s s Express, from Halifax; sch S A Townsend, from Louisburg.

At Chatham, July 28, bark Jeane, Garanton, from Cayenne, F G.

At Bathurst, July 28, bark Gambeattesta Padre, Olivari, from Plymouh.

Cleared.

At Quaco, July 28, schs Advance, Stevens; R Carson, Sweet, for Boston; Ada, Griffin, for North Head; Rebecca W, Gough; Abana, Floyd; Harry Morris, McLean, for St John.

At Shediac, July 28, bark Jafnhar, Tygesen, for Bristol, GB.

At Newcastle, July 27, sch Eric, Harrington, for New York.

At Chatham, July 26, bark Superior, Tarson, for Greenock; 27th, str Helen, McNeill, for Manchester; str Lonstaken, Quisen, do; str Haverstice, Brooks, for Bordeaux.

At Yarmouth, July 29, brigtn Harry, for St Kitts; sch I G Irwin, for Louisburg; s s Boston, for Boston; s s Express, for Halifax; s s Alpha, for St John; s s Latour, for Barrington.

At Windsor, July 27, sch Elwood Burton, Day, for New York.

At Tusket, July 28, sch Vamoose, for St Nazaire, France.

At Parrsboro, Aug 1, stmr Hildawell, Willis, from Liverpool via Sydney; ship Trojan, Armstrong, from Cape Town; schs Amy D, King, from Yarmouth; Susan and Annie, Merriam, from North Head; Zina M, Newcomb, from Windsor; Willie D, Wasson, from Kingsport.

Sailed.

From Yarmouth, July 28, bktn, Alberta, for Buenos Ayres.

From Point du Chene, July 30, bark Jafnhar, Tygesen, for Bristol.

At Parrsboro, Aug 1, stmr Springhill, Cook, for Portland; schs No 2, Salter, for do; No 5, Warnock, for do; Zina M, Newcomb, for St John; Trader, Merriam, for do; Willie D, Wasson, for do; Melinda, Reynolds, for Yarmouth.

BRITISH PORTS.

Arrived.

In the Mersey, July 27, bark Victor, Ostvik, from Northport.

At Liverpool, July 26, bark Halden, Svedsen, from Dalhousie.

NEWRY, July 27—Ard, bark Elida, from Pugwash.

BELFAST, July 28—Ard, bark Annie, from Pugwash.

LIVERPOOL, July 29—Ard, str Shelley, from Bangor for Manchester.

At Shields, July 27, bark Gazelle, Green, from Buenos Ayres.

At Greenock, July 28, bark Hanna, Dahl, from Dalhousie.

At King Road, July 27, bark Vidfarne, Carisen, from Bay Verte.

At Liverpool, July 29, bark Dagny, Gjertsen, from Bay Verte for Manchester.

At Belfast, July 21, str Algoma, Maginnis, from St John.

At Fleetwood, July 31, str Verax, McDonough, from St John.

At Birkenhead, July 28, bark Louise, Nielsen, from Shediac.

At Holyhead, July 28, bark Tabitha, from Dalhousie for Garston.

At Belfast, July 28, barks Annie, Evansen, from Pugwash; 29th, Macduff, Sorensen, from ——.

Sailed.

From Liverpool, July 26, ship Record, Getson, for Dalhousie.

From Whitehaven, July 26, bark Bertha, Jensen, for New Richmond.

From London, July 26, sch Siectra, Gowrey, for Sydney, CB.

BRISTOL, July 29—Sld, ship Cora, for St John.

From Newport, July 28, bark Laura, Olsen, for Miramichi.

From Harlingen, July 27, bark Southern Belle, Karlsson, for Pugwash.

From Newport, July 28, bark Laura, Olsen, for Miramichi.

From Liverpool, July 27, bark Magna, Larsen, for Sheet Harbor; 31st, str Ulla, pool, for St John.

From Silloth, July 29, bark Svea, Jorgensen, for Newcastle, NB.

FOREIGN PORTS.

Arrived.

At New York, July 29, sch Canaria, Brown, from Antigua.

ST MALO, July 28—Ard, bark Glen, from Halifax.

MACHIAS, Me, July 29—Ard, schs Glenore, from St John for Rockland; Julia and Martha, from Calais for Salem; Flash, from St John for do.

BOSTON July 29—Ard, strs Halifax, from Halifax; Prince Edward, from Yarmouth, N S; schs Stella, E, from Gaspe, PQ; Freddie Eaton, from Calais.

Cld, sch Muriel, for Bear River, NS.

Sld, strs Cumberland, for St John; Yarmouth, for Yarmouth, NS; bark Carita L, for Miramichi; schs Luta Price, for Sackville, NB; Shafner Bros, for Belleveau Cove, NS; North America, for Descousaie, CB; Locklel, for do; G C Kelly, for Paspebiac, P Q; Lucreta Jane, for Sydney, CB; J B Martin, for do.

CITY ISLAND, July 29—Ard, schs Howard, from Newcastle, NB.

VINEYARD HAVEN, Mass, July 29—Ard, schs Seth W Smith, from Calais for New Haven; E H Foster has been ordered to Providence; Bessie Jennex, from Ponce, PR (13 days for Boston) had calms and fogs during passage. Was thirteen days north of Hatteras. Left at Ponce brig W E Stowe and Scepter, to sail in a few days for Boston); Venezuela, loading for Halifax.

Sld, schs Bessie Parker, Fraulion, G H Perry, Frank W, Cnward.

At Salem, July 28, sch Vaidare, from Point Wolfe, for orders.

At New York, July 29, ship Queen Margaret, Faulkner, from Cardiff; sch Uncle Sam, LeBlanc, from Sheet Harbor.

At Penascola, July 28, bark Arizona, from Barrow.

Cleared.

From Buenos Ayres, July 23, bark Osberga, Morris, for New York.

From Rio Janeiro, June 29, bark White Wings, Langeller, for Barbados.

From Baltimore, July 27, str Capoe, Sproul, for Talcahuano.

From New York, July 27, sch Earl of Aberdeen, for Windsor.

At New York, July 28, sch Eltie, for Chatham; Adelene, for Perth Amboy.

At New York, July 29, ship Canara, Swatridge, for Norfolk; bark J H Marsters, Frank, for Puerto Cartise and Belize; bktn Glenafton, Mundy, for Bridgewater; schs W H Waters, for St John; Abbie K Bentley, for do; Blanca, for Wilmington, NC; Centennial, for Port Reading; Stella Maud, for Elizabethport; 30th, bark Golden Rod, McBride, for Portland; schs Severn, Kerr, for Bahia Blanca; Gladstone Martin, for St Pierre, Miq.

At Pascagoula, July 20, bark J H McLaren, Cook, for Carnarvon.

Sailed.

At Wilmington, July 27, bark Edith Sherakon, Nicholson, for San Domingo.

At Washington, July 26, sch Carrie Bell, for Boston.

CALAIS, Me, July 28—Sld, schs Wm Todd, for Stamford; E and G W Hinds, for Red Beach.

HYANNIS, Mass, July 28—Sld, schs Ayr, Brenton, and Tay, Sprague, for St John.

From New York, July 28, schs Harold Borden, Barkhouse, for Canso, NS; Clifton, Wilcox, for Halifax, NS; Congo, McKinnon, for Halifax, N S.

From New York, July 29, bktn Glenafton, for Bridgewater; bgt Ida Maud, for Charlottetown; schs Eltie, for Chatham; Anita, for Halifax; Beaver, for ——; Emma, for Boston; 30th, schs W H Waters, for St John; L A Plummer, for Salem.

From Rio Janeiro, July 2, bark Landskrona, Starrett, for Sandy Hook f o; 20th, bark Loanda, Dodge, for Barbads.

From Buenos Ayres, June 22, bark Stranger, Leibke, for Roads for orders (New York or Boston).

From Havre, July 28, str Rossfield, for Sydney, CB.

From New London, July 30, schs Victory, from New York for Annapolis; Prudent, Dickson, from New York for St John; Frank L P, Williams, from New Haven for St John; Silver Wave, Walsh, from Elizabethport for Boston.

From Carteret, July 29, sch Annie A Booth, for St John.

MEMORANDA.

In port at New London, July 27, fog bound, schs Prudent, Annie Laura, Silver Wave, Frank L P, Victory.

Passed Canso, July 27, sch Roseneath, from Barbados for Campbellton, 18 days.

Passed Eastham Lochs, July 27, bark Hermon, Monsen, from Bay Verte for —

In port at Montevideo, July 1, bark Sunny South, McBride, for New York.

In port at Buenos Ayres, June 23, ship Albania, Pye, for New York.

Passed Tory Island, July 26, bark Sverre, Isaackson, from Dalhousie for Whitehaven.

In port at Port Spain, July 7, barks Baldwin, Wetmore, for United States; Angara, Rodenhelser, from Barbados for New York, arrived June 29.

In port at Rio Grande do Sul, June 30, brig Alice Bradshaw, Lauro, for New York, ldg; Iona, Mosher, from New York.

Passed Tatoosh, July 26, bark Australia, Korf, from Shanghai for Royal Roads.

RATHLIN ISLAND, July 29—Psd, str Crecyl, from St John for Barrow.

Passed Low Point, C B, July 30, stmrs Polino, Lechance, from Montreal via Sydney for St Johns; Lowlacken, Olsen, from Newcastle, N B, for Sydney; Ben Corlic, Taylor, from Brunswick for Sydney; passed 29th, stmrs Conschiffe, Wrighton, and Tiber, Delisle, from Sydney for Montreal; Turret Crown, Henry, from Montreal for Sydney; Strathairly, Henderson, from South Shields for Sydney; Delta, Kennedy, from Halifax for Sydney.

Passed Dungeness, July 27, stmr Cluden, Sanderson, from Amsterdam for New York; bark Hallgerda, Andersen, from Hamburg for North Sydney, CB.

Passed Manin Head, July 23, bark Hanna, The following anchored in Flushing Bay, July 28: Schs Leonard B, Walter, from New York for Wolfville, N S; Minnie E Moody, Long, from New York for Kingston, NB; Pefferta, Maxwell, from New York for St John, NB. Sarah C Smith, Rogers, from New York for ——; Nellie King, from New York for Grand Manan.

The department of marine and fisheries has just issued the following notices respecting the coast of New Brunswick:

New Buoy at Entrance to St. Andrews.

A black steel can buoy has been moored by the government of Canada in Passamaquoddy Bay, in six fathoms of water, two cables length SE. of the island, at the entrance of St. Andrews harbor. Lat. N. 45 deg. 3 min. 25 sec., long. W. 67 deg. 1 min. 56 sec. From the buoy St. Andrews light bears NW. by N ¾ N., 1 mile; SE. end of Navy Island W. ¼ N., ½ mile; St. Andrews outer light on Tongue shoal E. ½ N., ⅞ mile. This notice affects admiralty charts Nos. 464, 1743 and 2013.

Range Light Building at Bathurst.

The open framed white wooden buildings from which the front range light on Caron Point, entrance to Bathurst harbor, Chaleur bay, on the east coast of New Brunswick, was shown, has been taken down and replaced by a new lighthouse tower. Lat. N. 47 deg. 39 min. 20 sec., long. W. 65 deg., 36 min. 40 sec.

The new front range building is an enclosed wooden tower, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height from the ground to the vane on the building is 32 feet. The new tower stands 21½ feet southeast of the old front range building, and 369 feet N. 51½ deg. E. from the back range tower. The light shown from the new building is, as previously, fixed white. It is elevated 31 feet above high water mark and should be visible ten miles from all points of approach outside the harbor. The illuminating apparatus is dioptric of the 7th order. The two lights in one, bearing S. 51½ deg. W., lead vessels to the buoys on the bar at the entrance to Bathurst harbor. After passing the black buoy the lights must be left on the port hand. Local knowledge is required to enter the harbor.

This notice affects admiralty charts Nos. 1715 and 2516 and Canadian list of lights and fog signals Nos. 481 and 482.

TOMPKINSVILLE, N. Y., July 28.—Notice is hereby given that the run and can buoys placed to mark a "safe way" through the submarine mines planted in the main channel, New York Lower Bay, were discontinued on July 28, the explosives forming the field having been removed.

BOSTON, July 28.—By direction of Lighthouse Board, a bell buoy has been placed on Howland Ledge, about 4½ miles northward of Plymouth (Gurnet) Lights; it is painted red and lies in 28 feet of water on eastern edge of shoal and on the following bearings: Humane Building, on Brant Point, WNW ¾ miles E; 16 W Standish Manument, SW ⅝ W; Plymouth (Gurnet) Lights, S ¾ W.

Passed Dover, July 30, stmr Brilliant, Keller, from Bremerhaven for New York.

In port at Port Spain, July 7, bark Baldwin, Wetmore, for Delaware Breakwater.

In port at Buenos Ayres, June 24, bark Madeleine, Amero, for New York or Boston.

SPOKEN.

Bark Ancyra, Stuart, from New York for Shanghai, July 7, lat 1 S, lon 31 W.

Bark Capricorno, from Marseilles for Halifax, July 24, lat 43.10, lon 60.02.

Bark Poseidon, from Bay Verte for Mersey, July 23, lat 49.04, lon 36.23.

Bark President, Olsen, from Rotterdam for Canada, July 23, lat 48, lon 32.

Bark Corinna, Ellefsen, from London for Cape Tormentine, July 23, lat 48, lon 32.

Bark Island, Anderson, from Bridgewater, NS, for Delfzyl, July 27, off Varne Lightship.

Bark G S Perry, Dagwell, from Belfast for Newcastle, July 26, lat 52, lon 25.

Bark Gamma, Pedersen, from Liverpool for Cape Tormentine, July 26, lat 50, lon 26.

NOTICE TO MARINERS.

PORTLAND, Me, July 26, 1898.—Portland Harbor, Maine—Notice is hereby given that the submarine mines having been removed from the entrance to this harbor, the lights and fog-signals at Portland Head and Spring Point Ledge Light Stations will be resumed on and after this date.

NEW YORK, July 26—The bell belonging to the Jones' Inlet bell buoy, off Freeport, LI, was reported missing on the 23rd inst.

BOSTON, July 26—A cable ship is at work in lat 43.25 N, lon 48.36 W, and within a radius of 20 miles of that position caution vessels that are about leaving port that there may be several buoys anchored within the sphere of operations.

PHILADELPHIA, July 26—Notice is given by the Lighthouse Board that the New Castle range lights (front and rear) will be re-established as heretofore on July 26.

Ipswich Range Lights, Massachusetts—Notice is hereby given that the front lights of the Ipswich Range lights, Massachusetts, will be discontinued on Tuesday, Aug. 2, and only the main light will be shown on that night and thereafter.

WASHINGTON, July 29—Notice is given by the Lighthouse Board that on or about August 2, Light Vessel No 48 will be replaced on her station in Long Island Sound, off Cornfield Point, about midway of and 7½ miles S of Long Sand Shoal; and Relief Light Vessel No 20, temporarily marking the station, will be withdrawn. No changes have been made in Light Vessel No 48 as to characteristics of lights, fog signals, or general appearance.

REPORTS.

ST JOHNS, N F, July 28—The British str Petonia, Capt Owen, from West Hartlepool July 18 for St John, went ashore near Aquaforte, about 50 miles south of here, this morning, in a dense fog. The ship was going slowly and did not strike heavily. She was towed off during the afternoon by the whaling steamer Cabot, which is now conveying her to this place.

BIRTHS.

INNIS—July 20th, at Norton Station, to Mr. and Mrs. R. G. Innis, a son.

DEATHS.

DOYLE.—In this city, at 17 Brittain street, on July 30th, Joseph Leo Doyle, twin son of Frederick and Bridget Doyle, aged four months.

KEITH.—At Havelock, N. B., July 28th, Nina, wife of Havelock Keith.

—(Boston papers please copy.

RUBINS—At Gagetown, Aug. 1, Henry Tyson, only son of Joseph and Susie Rubins, aged 11 years.

THOMPSON—On Aug. 1st, after a lingering illness, Eliza Sandall, beloved wife of Geo. Thompson.

PURVIS.—In this city, suddenly, on Saturday, July 30th, of asthma.

Funeral today (Monday) Aug. 1st, at 2.30. Friends and acquaintances are invited to attend. No. 103 Metcalf street.

WILL BUILD A GOVERNMENT STEAMER.

(Charlottetown Patriot.)

John White of O'Leary has been awarded the contract of building a steamer for the department of marine and fisheries. The new boat will be used in the P. E. Island and eastern New Brunswick marine service—principally for delivering lighthouse supplies and in the protection of the fisheries. Her dimensions will be as follows: 95 feet keel, 19 feet beam and 8 feet hold. The engines will be about 40 nominal horse power, and her model insures light draft of water and fair speed. She will be built of native woods and oak, with copper fastenings, about ninety tons net register and classed ten years at Lloyds. Mr. White intends commencing work on the new boat at once and will prepare considerable of the wood at O'Leary, before laying the keel in Charlottetown, which he purposes doing about the middle of September. The boat will be well under way this fall and ready for launching early next spring. No doubt the department will find the new boat a valuable acquisition in these waters.

ENGLISH BEER HOLDS ITS OWN.

In the course of his evidence before the beer materials committee Mr. Banister, deputy principal of the inland revenue laboratory, stated that in 1886 there were 4,896 all-malt brewers in the kingdom as against 3,191 using substitutes; but while the latter used nearly 26,000,000 bushels of malt, the former used only 7½ million bushels. The proportion of sugar used to every bushel of malt had risen in the last eleven years from 9.89 per cent. to 15.41 per cent. Mr. Banister said that the United Kingdom could compete with other countries as to exportation of beer, except countries with heavy import duties, like the Australian colonies.

Only 43,000 barrels of beer of all kinds were imported into this country. The outflow at one of our large breweries was something like 600,000 barrels a year, so that we could hold our own in this country in that matter.

HYPNOTIZED BY THE "WASH"?

The British steamer Howick Hall, on arrival at Colombo from home, had to report the loss of her third officer on the way out under rather unusual circumstances. The officer, Francis Barnes, held the same office on a sailing ship before he joined the Howick Hall recently. This was his first voyage on a steamer; and he was frequently seen looking over the stern rail, and a few days before making Colombo, when the sea was very rough, he was seen by another officer peering over the stern. Later on he was missing. The vessel was turned round at once and boats were launched, but, though much time was spent in looking for him, no trace could be found. He must have been hypnotized by the "wash" of the screw.—Bombay Advocate of India.

TRANSFORMING A FAMOUS INN.

Jack Straw's Castle, on the heights of Hampstead, is in process of transformation at the hands of the builders. Here Dickens came for a well-cooked chop and a bottle of good wine after a ramble on the Heath. Washington Irving introduces the inn in his "Tales of a Traveller," and it has always been a hostelry beloved of artists. Here, too, the old Courts Leet were held. As a matter of fact, the ancient face of the Castle Hotel is to be preserved, but the interior will be entirely changed, the low rooms and bar being replaced by loftier apartments and a modern buffet.—The Caterer.

A MILLION IN GOLD

Arrived at Victoria by Steamer from Klondyke.

An Old British Columbia Miner Talks About the Gold Fields.

A Great Deal of Complaint About the Government Mining Regulations.

(Victoria Colonist, July 24.)

Something more than one million dollars in Klondyke bullion, with perhaps double this amount in bank and commercial companies' drafts, was received here by the steamship Garonne, arriving from St. Michael direct early yesterday morning. These immense sums were distributed among 166 Upper Yukon passengers, one or two of them credited with handsome individual fortunes, but the great majority among the small stake owners of the great northland. At a fair average estimate $10,000 each represents the winnings of the company, while two mysterious unnamed passengers are credited by Captain Conradi with $300,000 a piece. As a matter of fact, and to protect the miners in question from the notoriety they seek to escape, the skipper of the Garonne declines to disclose the identity of these princely moneymakers, while assuring his friends and employers that the amount he has named for them is not exaggerated. Purser Hayden cared for $840,000 worth of dust in the three steel strong rooms of the ship during the trip down, the large contributions to the deposits in the treasure-room being receipted for by him as follows:

J. Brothers of Winnipeg, late of the N. W. M. P., and now the lucky half owner of claim 37 above on Bonanza Creek—$35,000.

R. H. Young, another Manitoban, not yet 21 years of age, whose luck came to him three days after his arrival in the Klondyke country—$30,000.

Ed. Aylward, from 40-Mile, one of the old residents of the district, who has now disposed of his properties and is back in civilization to remain—with $40,000 in dust to remind him of the Yukan bars.

Patrick Regan turned over $20,000, the amount he had received for a quarter interest in No. 33 Dorado.

G. H. Church, another old-timer in the Arctic regions, and owner of an excellent El Dorado claim—$15,000.

W. Buckingham and G. E. Elliott, heavy holders of Minook Creek properties—from which they bring $15,000 and $10,000 respectively.

While half a million, roughly, of the dust and nuggets belonging to these gentlemen was carried in the ship's safes, the great majority of the miners preferred to keep their fortunes under their own eyes, one party of three, with something over $50,000 among them, setting a conspicuous example by mounting guard over their treasure in eight-hour watches, and never once leaving their gold from the time they brought it on board the ship in St. Michael.

Mr. Young and his partner from Manitoba had one hooped and ironed box, which they delivered to Purser Hayden, receiving his deposit receive for 141 pounds (avoirdupois) of gold.

Oppenheimer, a Spokane man, showed one nugget weighing $216, and had the greater part of his wealth in such tantalizing lumps of metal.

Buckingham and Elliott showed as fine gold as has ever came from the Northland, their claims being among the four profit earners of the Minook, which district they say washed up about $150,000 this season, or about thirty per cent. better han hey had anticipated.

Capt. Williams, a well-known Wall street broker and member of the N. Y. Yacht club, has made $100,000 clear in speculation in association with a party of eight.

J. Brothers, the ex-policeman, is quoted as worth $350,000, of which he brought $35,000 with him, while many others have done almost equally well if they would but acknowledge it.

All these arrivals from the north deplore the vexatious regulations, which they declare have greatly restricted the output, and done much toward forcing the prospectors over on the American fine—where, although the ground is less rich, the mining regulations are, infinitely less vexatious. It is hoped that desired changes will come as soon as "Klondyke Ogilvie" takes command of the district—the miners have the greatest confidence in his tact and fairness, and the news of his appointment in succession to Major Walsh—received just before the May West sailed from Dawson—was hailed with unbounded enthusiasm.

Another complaint that the people of the north have is that Judge Wood, who went up on the Humbildt in August last, is holding the five tons of mail in his care at Dutch Harbor, claiming that he is not permitted to transfer it to any other forwarder. The result is that those who have come down to the river to purchase supplies are unable to get the letters of credit and similar papers awaiting them in the mail, and are helplessly stranded, with their business at a standstill in consequence.

Ex-Governor McGraw of Washington furnishes an example, he having come down from Ramport City to buy stores and lost some $50,000 through the holding of his mail destroying the bond on several valuable properties.

A typical old miner stood leaning over the railing of the Garonne as she pulled into the wharf, and remarked to his companions: "This town has grown since I saw it first."

The speaker was G. H. Church, who will be remembered by many of the old Cariboo and Sassiar miners now resident in Victoria. Mr. Church is one of that adventurous body of men, who commencing mining in California in '49, followed the various rushes until they got within the Arctic circle and discovered the richer placer diggings of Alaska and the Canadian Yukon.

He first made his acquaintance with British Columbia miners in Cariboo in 1860. There he remained for fourteen years, when he went to Cassiar. Twenty years were spent there, and then working still further north, Mr. Church struck into the Yukon country. A man who had the patience and perseverance to stick to mining all those years, certainly deserves to make a fortune, but luckily as a rule these old miners do not make the big stakes. However, Mr. Church has a fairly heavy bag with him, about $5,000, and he has drafts for another $10,000 which was sent down on the St. Paul. This is the result of four years' work, most of the time as foreman of one of the big mines on El Dorado creek. He is therefore better able than many to judge of the output of Klondyke, and he says $10,000,000 is an outside estimate. The shortage of water, he says, did not tend to decrease the output but made it necessary to continue the work of washing up longer than usual.

This increased the cost to the mine owner and on the other hand gave the laborers more work. The clean-up was pretty well completed when Mr. Church left Dawson. El Dorado creek turned out as well as expected, and some parts of upper Bonanza were also satisfactory, but lower Bonanza was a great disappointment.

The new creeks are being boomed considerable, "but," remarked Mr. Church, "it seems peculiar to me that the claim owners on these new creeks do not do more prospecting. There are certainly good spots in Dominion, Sulphur, Hunker and other creeks, but they are only spotted. The claim owners seems to be afraid to sink, preferring to sell."

The prospects of many of the men in Dawson are not of the brightest. According to Mr. Church there is considerable fever and scurvy among the men and others are simply worn out by the hardships that they have gone through. Now that mining is over for the season, there are 20,000 idle men in the city, some whith money to come out; others with a few months' provisions, which they will have to sell; and still others with neither provisions nor money. They will have to wait until winter sets in to get work.

Mr. Church will not return to the Klondyke, his health not permitting, and therefore his opinions as to the dominion mining regulations and the need of amendments to them, can be taken as an unselfish verdict. If the excessive royalty is not done away with, he says, some of the men now ranked as millionaires will be ruined. They have bought claims on time and having to pay the royalty makes it unprofitable to work them. Therefore they will have to allow the claims to revert to the original owners and lose what they paid on them.

Big Alex. McDonald is one example of this. He has been buying everything he could lay hands on and now finds that on account of the royalty he can only work the best claims at a profit. A claim has to produce better than $20 a day to be profitable. Many of the claims have not been worked on this account. Just before Mr. Church left Dawson, McDonald told him that unless the royalty was abolished he would be ruined.

While not belittling the richness of Klondyke, Mr. Church says he saw richer spots in Cariboo than he has yet seen in the Yukon country.

Six hours after the Garoune arrived from St. Michael yesterday morning, by the time the miners who came down on her had their stock of clothing renewed or got nicely settled in hotel quarters, came a second treasure ship, the J. P. R. steamer Athenian from the North. This vessel came from Skagway and Wrangel, bringing from these avenues of egress from the Yukon a second batch of those who have been searching for gold in that district. They came out from the interior on the steamers Willie Irving and Flora, nearly one hundred strong, having been only ten days on the trip from Dawson to Skagway, and having arrived at the White Horse on the 14th inst. Estimates differ as to the amount of gold brought out by both steamers, but it is approximately $250,000. Two men had alone as much as they could shoulder. A third steamer of the lake fleet, the Ora, it is expected will have returned to the White Horse rapids by this time. The Athenian's passengers say that on the morning they left Dawson by the up-river steamer Irving, the steamer Ellis passed down to St. Michael with 164 miners and between $700,000 and $1,000,000 in bullion. Dominion creek was contributing largely to the general total, while claims on its banks were selling at from $25,000 to $40,000. Sulphur and Indian creeks are also abundantly proving their worth, a stampede to the latter ground being in progress at the time they left the district.

(Colonist Editorial:)

The great pressure upon the news columns of the Colonist this morning prevents an extended reference to the fact that the miners, who have come down from Dawson City, are unanimous in their complaints against the officials. There is a marked unwillingness on the part of the men to allow their names to be used. Those who are going back have no desire to incur the resentment of the officials, and the majority of them intend going back. The nature and source of that information which has reached the Colonist cannot be made public, for reasons which we know would command respect, if they could be made public, but this information is of such a serious character that we renew that demand made the other day for a thorough investigation and insist that it cannot be instituted an hour too soon We fear that scandals of the most serious nature will be unearthed, if ever a thorough enquiry takes place. More than this we do not care to say, because we hope that the Dominion government will arouse to its duty in the premises and prob the subject to the bottom.

Our information also is that the regulations are wirking a great deal of hardship and are calculated to retard the development of the Yukon. It is of the utmost importance that this should be gone into at the earliest possible day. The future of the Yukon for some years to come depends upon the manner in which the miners are dealt with this year.

MARINE MATTERS.

Str. Dalmally sailed yesterday afternoon for Manchester.

Str. Ullapool sailed from Liverpool for this port on Saturday.

Str. Acacia, which is loading deals at Musquash, will sail Saturday.

When the Petunia reached St. John's, Nfld., she was in a sinking condition. She was beached and divers were examining her on Saturday.

Brig Darpa, Capt. Bradley, which arrived at Nantes on July 25 from Alma, N. B., after having been ashore near the former port, has been surveyed. She is leaking slowly.

Tenders have been accepted for the repairs of the steamer Ladoga, Capt. Goulding, in dry dock at Cardiff with damaged bottom, after completing voyage from Montreal, amounting to £825.

Norwegian steamer Nansen has left Sagua, Cuba, bound for Halifax, N. S. She has on board 21,000 bales of leaf tobacco and carries 120 passengers.

DROWNED AT A PICNIC.

HALIFAX, August 1.—James McDermid of Westville was drowned today at the Methodist Sunday school picnic. The accident occurred by the capsizing of a boat. The body of the young man was recovered.

$20 A WEEK FOR HATS.

What a popular actress may spend in hats is not known to the world. Mlle. Jane Pierny of the Folies Dramatiques, Paris, who is at present filling an engagement in London, was last week sued by a modiste of the Rue de la Paix before the civil tribunal of the Seine, for 4,226 francs, or a little over £169, for hats supplied from the beginning of September to the end of December, 1896. This was at the rate of £48 monthly for hats alone.—Newcastle Daily Chronicle.

BLOOMER GIRL SHOEBLACKS.

A proposition has been made to the harbor commissioners of San Francisco to allow pretty Italian girls, clad in bloomers, to polish the shoes of passengers, while waiting for the boat at the handsome Union Ferry depot, which has just been completed at the foot of Market street. The originator of the idea told the commissioners that he would provide a polishing establishment that would be a credit to San Francisco and a wonder to the world.—Boot and Shoe Recorder.

What is CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhœa and Wind Colic. Castoria relieves Teething troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."
DR. G. C. OSGOOD, *Lowell, Mass.*

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."
H. A. ARCHER, M. D. *Brooklyn, N. Y.*

THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher.

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.