

THE BRITISH COLUMBIAN
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W. HARRISON YALE.

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The British Columbian,
Wednesday Morning, Oct. 3, 1883.

Footoo: A Christian Pilgrimage
to a Mongolian Mecca.

On the extreme eastern seaboard of
China, not many hours steam from the
ancient and prosperous city of Ningpo,
lies a group of islands, known as the
Chusan Archipelago, which have more
than a local reputation. As the haunt
of a numerous and formidable band of
pirates, whose depredations extend
to the still carry on their nefarious
trade—along a considerable stretch of
coast, southward and in a lesser degree,
up the creeks and rivers of the more
northern provinces, the group has an
unenviable notoriety among Chinese
sea-faring men; while it is equally famous
among devout Buddhists as embracing
the beautiful island of Footoo, a place
of pilgrimage to which thousands of
devotees are attracted yearly, more
especially during the months of January
and February, towards the close, that
is, of the Chinese year. But Footoo
is famous not only among the Chinese.
It has a favorable reputation
as a sanitarium among the three thousand
foreigners whom Fortune—some of
them would say Miss Fortune—has
compelled to settle down, in quest of
the elusive dollar, on the banks of the
mighty Yang-tse and its tributary, the
Hwang-pu. The foreign settlement
of Shanghai furnishes of course
the largest portion of visitors during the
summer season, but from the various
riverine ports—Chinkiang, Kinkiang,
Hankow, and others of less importance
—and from the adjacent city of Ningpo,
come numbers of men, delicate-
looking ladies and children, in quest
of the cooling and health-laden breezes
which stir the beautiful groves of the
sacred island. July and August are the
months which count the greatest number
of foreign sojourners on the island,
but many families commence their
pilgrimage early in June, and a
formidable undertaking it is, for every-
thing needed during the stay on the
island—bedding, furniture, cooking-
utensils, and provisions—has to be
taken along. The only accommodation
to be had in the way of lodging takes
the shape of a temple, every building
on the place being either actually occu-
pied or owned by the priests. Of
these there are usually some three
hundred scattered among innumerable
temples and monasteries, though in the
early part of the year as many as five
thousand are said to take part in the
religious ceremonies which attract a
sumptuous concourse of pilgrims. Of
these latter, by far the largest propor-
tion are of the sterner sex. Until
within the last few years, indeed, no
woman was allowed to set foot on the
island; and even now, so far as the
writer is aware, the only exception made
is in favor of native amahs, or nurses,
accompanying foreign families.
There are two methods of reaching
Footoo—by native boat from Ningpo,
a tedious and not altogether safe mode
of conveyance—and by steamer from
Shanghai direct. This latter method,
however, can only be resorted to during
two or three months of the year, and
then more, perhaps through the courtesy
of the Chinese, steam-ship company who
own the line of vessels running as far as
Ningpo, than from any profit they
make out of the business. This company
is known as the China Merchants'
Steam Navigation Co., and is in reality
a government concern. It is conducted
by a board of native merchants, at the
head of whom is an able man, Tong
Keng Sing, who received his education
in the English High School at Sing-
apore, and was for many years head
comprador, or cashier, with the famous
firm of Jardine, Matheson and Co.
The China Merchants' Co., as it is
famously called, possesses a large fleet
of powerful ocean and river steamers,
the latter as large as any to be found on
American inland waters, and built on
the same principle. These are em-
ployed in the Yang-tse River trade, and
proceed as far up that mighty stream as
Lo-chang, a distance of a thousand miles
from the sea. The ocean steamers are
also very fine vessels, and make con-
nections with every treaty port on the
China coast, from Kiang-show on the
island of Hainan, in the far south, to
Niu-chwang, in the province of Shing-
king, which adjoins Corea, in the ex-
treme north. Distant some hundred
and twenty miles south of Shanghai
stands the city of Ning-po, which has
already been mentioned as a place of
some importance and the point from
which the pleasure-seeker bound to
Footoo must take his departure. The
company's steamers during the ordi-
nary season proceed no further than
this point, but during the months of
July and August, and sometimes later,
the Saturday trip from Shanghai is
extended to the island sanitarium, to
the great convenience, more especially
of the European paterfamilias—all for-
eigners in the East are spoken of as
Europeans—who avails himself of the
opportunity to catch a glimpse of his
family, and at the same time secure a
few mouthfuls of fresh air, a scarce
article in muggy, sweating Shanghai,
during the summer months. This was
the mode of conveyance settled by a
party of whom the writer made one,
which had resolved on a visit to the
famous archipelago. Like the family
immortalized by Wordsworth, we were
seven. It was my first visit to the
islands, but the rest had made annual
pilgrimages for years past, sometimes by
steam-launch, sometimes by pilot-boat—
both plane modes of conveyance—

but usually by the steamer we were
about to journey in, the Kiang-teen, a
fine vessel fitted up mainly, of course,
with an eye to native accommodation,
the amount of foreign travel between
Shanghai and Ningpo being inconsider-
able. She had, however, a fine, spaci-
ous saloon, with state-rooms for about
thirty first-class passengers. On the
occasion of our trip these were more
than filled, several members of the
sterner sex who had proven dilatory in
securing their passage having to con-
tent themselves with second accom-
modation was afforded by a saloon, or
cabin, at the stern, and a secluded spot
on the main deck. The Shanghai pas-
sengers having fortunately failed to
secure passage, and the journey being
a brief one, this was a matter rather for
congratulation than otherwise; the state
rooms offering anything but favorable
conditions for sleep, packed as they
were with so many perspiring specimens
of humanity. The arrangements for
the trip were as follows: The Kiang-
teen was to start from the Kiang-teen
wharf at 5 p.m. of Saturday, and
proceed direct to Ningpo, where she
was due at six on the following morn-
ing. After discharging her freight of
Chinese passengers and goods, she was
then to proceed to Footoo, which she
was expected to reach about noon on
Sunday. Here she was to remain
quietly at anchor until the following
morning, when she was to return to
Ningpo, and after a stay of a few hours,
giving sufficient time to sight-seers to
take a peep at the city, once more head
for Shanghai, where she was due at
daylight on Tuesday morning. Such an
arrangement offered an excellent chance
for an outing to those whose business
prevented the taking of an extended
holiday, and the majority of the excursion-
ists were of this category, only the
ladies and children of the party—of
whom there were about half a dozen,
all accompanied by their native nurses
—looking forward to a protracted stay.
At the hour appointed, all the in-
tending holiday-makers being assem-
bled on board, the steamer cast off
from the wharf, and commenced to
thread her way through the throng of
shipping of all nationalities, British,
French, American—the latter greatly
prevalent in the minority, I am compelled
to state—German, Chinese, Siamese, and
Japanese; amongst them many fine
vessels, the huge mail steamers of the
"U. S. O." and the Messageries
Maritimes companies attracting particu-
lar attention. The sun had already
lost much of his power, and as we
steamed past the beautiful public gar-
dens of the English Commission, once
more a mighty mud-bank and reclaimed
by the municipality at considerable
expense—numbers of gayly-dressed
promenaders were to be seen, engaged
in conversation, or listening to the
strains of the Manila Band, institu-
tion also supported by the municipal
council, which provides frequent open-
air concerts. The gardens and the
handsome and stately foreign "hongs"
or business places of the Bund were
quickly left behind, and the mouth of
the Soo-chow creek passed. Then
came into view the American Conces-
sion, on the opposite or "Proding"
shore, the extensive ship-building
yards of Boyd & Co. being also re-
markable. Past the United States Con-
sulate General, with the state and
straps heavily lading from the sum-
mit of the lofty facade in the "Semi-
pound" in front, the Astor House,
kept by that most genial of hosts,
Judson, looming up grandly in the
ray of the setting sun, about past the
immense pile of wharves known as
the Hongkong and Amoy wharves,
rose Kiang's and Amoy wharves, and
then an American insurance office—
one of which was for many years the
deceased, C. P. Bicknell, of San Fran-
cisco—past the U. S. S. Amoy, a
double-ended gun-vessel built for
river duty, whose flag is dipped in
answer to our salute, as we fit quickly
past with the swiftly-ebbing tide;
through long rows of British "sen-
tramps," ubiquitous and money
getting; past the British navy yard,
an immense establishment which has
recently been closed and disposed of;
past "The Point," whether three citi-
zens went their way after the labors
of the day, in brougham, buggy, and
jinnrikala, or on horseback, to cool off
on the verandah of "mine host" Sil-
verthorne's water-side inn, and gaze
on the swift and muddy waters of the
Hwang-pu; past all these, and a great
many more interesting sights the
stately vessel ploughs gallantly on,
the masts and spires of the "Model Settle-
ment" disappear from view, and the
substantial-looking dwellings of the
Chinese farmer, standing amid the
bright green fields of waving rice,
heave in sight and as quickly disap-
pear again. Half way down the
river we pass Goo Island, a consid-
erable tract of land formed by deposi-
tion of mud left by the eddying river,
and which a dozen years ago had no
existence, but is now cultivated and
settled. "The Heaven-sent Barrier,"
as the bar at the mouth of the river is
piously termed by the natives—a
dangerous and annoying obstruction—
is safely crossed, and the lights of
Wooing begin to appear. The forts
on the banks of the stream at the con-
fluence into the mighty Yang-tse
looking very formidable in the misty
twilight. Out into the yast waters of
the "Child of the Ocean" we pass,
and the vessel's head is turned to-
wards the sea. The Yang-tse at this
point is several miles in width, and
by reason of opposing and treacherous
currents, and the comparative shall-
owness of the water, navigation be-
comes more and more difficult. Our
pilot is a man of experience and judg-
ment, however, and directs the vessel's
course amid the mazes of the Tungshu
banks with admirable skill. The
welcome sound of the dinner-bell is
now heard, and the saloon is quickly
filled and the important business of
refreshment receives attention. A
couple of hours having been consumed
at the table, an adjournment is made
on deck. By this time darkness has
fallen, and the night threatening fog
and perhaps rain, the saloon is once
more sought, without any feeling of
disappointment, however, at the change
in the weather, since there is nothing
to be seen of the coast until the
mouth of the Ningpo river is reached.

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ALL PERSONS ARE HEREBY NO-
tified that the provisions of the
Municipal By-Laws will be strictly en-
forced. HENRY V. EDMONDS, Mayor.
New Westminster, July 10, 1883. au10c

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PILE DRIVERS
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MRS. M. ECKSTEIN
HAS JUST OPENED A NEW
STORE at
PORT MOODY,
Where will be found a full stock of
Dry Goods, Groceries, and Gen-
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Which will be sold at New Westminster
Prices.
Next Door to Caledonia Hotel.
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THE UNDERSIGNED HAS PLEA-
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prepared to supply all kinds of Fur-
niture, &c., at the lowest possible prices.
Cabinet work and Upholstering done
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In all its branches. The undersigned
has the HEARSE in the City. A
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COMPANY
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Both wild and improved,
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Plenty of Government Land.
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Purchases delivered in any part of the
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All bills presented on the 1st of each
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WILL BE RECEIVED BY THE
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Except on their own Printed Forms of
Shipping Receipts, to be had at T. R.
PEARSON & Co.'s, New Westminster.
ap11 JOHN IRVING, Manager.
NOTICE.
MR. W. N. DIGGLE HAVING
withdrawn from the firm of Dunsmuir,
Diggle & Co., doing business as
Departure Bay, Nanaimo, the business
will in future be carried on under the
firm name and style of R. DUNSMUIR
& Sons.
R. DUNSMUIR,
Dated Sept. 14, 1883. au15c

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THE UNDERSIGNED BEGS LEAVE
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everything will be found first-class, and
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THE BAR
Is supplied with the choicest brands of
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pletely re-furnished and otherwise
greatly improved this well-known estab-
lishment, I have the pleasure to an-
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For the reception of Guests.
Conveniently located and well appoint-
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And all the most modern appliances, it
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can have PRIVATE DINING ROOMS,
with special attendance.
THE BAR ROOM
Is stocked with the choicest WINES and
LIQUORS, and the best brands of CIGARS
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THE BILLIARD ROOM
Is spacious and well appointed, and pro-
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Good attendance and moderate
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Broadcloths and fine tweeds always on
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CHANCE FOR FARMERS
MRS. GOELLERT HAS ONE
Thousand Grain Sacks for sale.
Apply at City Brewery.
au16c] MRS. GOELLERT.
2 HORSES FOR SALE.
Apply to
BISHOP OF NEW WESTMINSTER,
Or to
C. E. WOODS.
FOR SALE.
THE LIGHTEST-BOWING, FAST
est-sailing, and best built Boat on
Fraser River; newly painted; thoroughly
equipped with mast, boom, and sail; 2
pair ash oars; rowlock, rubber, cross-
head and tiller, chain, &c. Price \$100.
au16c] C. G. MAJOR.
FOR SALE CHEAP:
A GOOD BARRY FARM. Dwelling
House, Barn and other out-build-
ings, with the Stock, Dairy Utensils and
implements of husbandry. For particu-
lars apply to
W. D. FERRIS,
Land Agent, &c.
New Westminster,
29th April, 1883. ap21c]
FOR SALE OR LEASE.
THE PALACE HOTEL AND RES-
TAURANT, Front Street, New
Westminster. A Licensed House, in a
good position. Either with or without
Furniture.
Apply to
HENRY V. EDMONDS,
Land Agent.
au18c]
FOR SALE:
15 NEW MILCH COWS AND
60 Calves, and 40 Hogs. To be seen
at the shop of the undersigned, Ladner's
Landing. Also, 12 yoke broken oxen,
very large, girth 7/8 feet. Enquire of W.
H. Ladner, Ladner's Landing, or U.
Nelson & Co., Yale, &c. A. M. Nelson,
New Westminster. Will trade them for
beef cattle, at lowest cash price.
e30-1c] U. NELSON & CO.
FOR SALE OR TO LEASE
THE SHOP AND PREMISES ON
Columbia St., next the Customs
House, lately occupied by Nelson Bros.
The situation is excellent for any busi-
ness purpose. The building is divided
into two shops, and has a good supply of
water. Will be sold at a bargain, or
leased to a suitable tenant. Apply on
the premises to
W. J. FRENCH.
ap21c]
FOR SALE.
LOT 2, BLOCK IX.
" 1, " XXII.
" 10, " XXVIII.
City of New Westminster.
—ALSO—
LOT 4, BLOCK I.
" 8 & 9, " III.
" 4, " V.
" 3, " X.
" 18, 19, & 20, BLOCK XIII.
Suburban Lands.
Apply to
H. V. EDMONDS,
New Westminster,
or to
ALLSOP & MASON,
Victoria.
W. R. HOAR'S
NEW HARNESS SHOP
Columbia St., next door to the
Bank of British Columbia.
Every description of work in
\$ADDLES.
(English or Mexican.)
Carriages or Wagon Harness, Leather,
Horse-Clothing etc. The best Santa
Cruz Leather used. Charges moderate.
A trial solicited. [my19-1c]
NOTICE
In the matter of the Estate and Effects of
ANDREW FISHER, deceased in-
testate.
ALL PERSONS WHO ARE IN-
debted to the above Estate are re-
quired to pay the amount due forthwith;
and all persons who have any claims
against the said Estate are required to
forward the same on or before the 11th
day of October, A. D. 1883, to
MRS. DAVIS & POOLEY,
Victoria.
Solicitors to the Administratrix.
Dated Victoria, 27th August, 1883.
(au29c)
STEAM SERVICE
—BETWEEN—
New Westminster and North Arm.
THE STR. "ALION" WILL MAKE
daily trips from North Arm to
New Westminster, and return, calling
for Freight and Passengers along the
mainland channel (wherever a signal is
shown) on Mondays, Wednesdays and
Fridays; and along the South side of
Fraser Island on Tuesdays, Thursdays and
Saturdays. The steamer will leave North
Arm about 8 a. m., and leave New West-
minster about 4 p. m.
au16c] J. W. SEXSMITH.
DOMINION SAWMILL COMPANY
(LIMITED)
OFFICE—RICHARD ST., NEW WESTMINSTER.
THE ABOVE COMPANY HAVING
acquired the business hitherto car-
ried on by Webster and Company, are
now prepared to supply all kinds of man-
ufactured Lumber at the lowest possible
rates. As all the Book Accounts of the
late firm of Webster and Company have
been transferred to the above Company,
all persons indebted to the late firm are
requested to settle up their accounts
without delay.
J. B. HENDERSON,
Manager.
HAVING DISPOSED OF THE
Lumber manufacturing business
carried on by me under the firm name of
Webster & Co., to the Dominion Saw
Mill Co. Limited, I beg to ask a con-
tinuance to them of the patronage hitherto
extended to me.
J. A. WEBSTER.
au16c]

**NEW ADVERTISEMENTS THIS DAY.**

Farmers, Etc. . . . . Johnston & Smith  
 Fair. . . . . J. C. Henderson  
 Card of Thanks. . . . . Jas. Laidlaw  
 Special. . . . . Social Dance

**The British Columbian.**

Wednesday Morning, Oct. 2, 1883.

The Hamilton (Ont.) Times thinks that the present season will not be favorable to Canadian farmers generally. The wheat crop, it says, is considerably below that of last year, and there is no probability of high prices either. Supplies of wheat from India are more plentiful than usual, and the English warehouses are full. If Canada has a short crop with low prices the effect may be very serious. When the purchasing power is small among farmers, all industries suffer. There have for some time been rumors of an approaching commercial stringency. A short time ago the cotton factories were put on short time because the supply had gone beyond the demand. The number of financial failures, too, has been increasing this year; and altogether the prospect is not reassuring. A shortage in the wheat crop, and a consequent curtailment of trade, may go far towards precipitating commercial disaster.

**Entered the Pool.**

It is no secret that great expectations were entertained respecting the Northern Pacific Railway. Those who find it necessary to patronize the other two transcontinental railways have found the rates exorbitant, and they looked for relief to the Northern. It was confidently expected that this road would bring independent of the pool, and bring the tariff down to a reasonable figure. But these expectations have been nipped in the bud. Before the road has been fairly completed the announcement goes forth that the Northern Pacific has joined the pool, and that freight and passenger rates will be the same as those of the Central and Southern. There is to be no competition, no relief from the monopoly. The Northern agrees to deliver goods at San Francisco for the same rates as the other railways, and the Central and Southern agree to deliver them at Portland at same rates as the Northern. This pool arrangement begins at once, and continues at least till the end of 1884. Whether it will be extended beyond that period or not depends upon whether the pool works to the satisfaction of the companies concerned. For the purpose of establishing healthy competition the U. S. government made very liberal land grants to the Southern Pacific Railway. But that road, when finished, very soon formed a pool with the Central, and there competition came to an end. The Northern was heavily subsidized by the same government for a similar purpose. Now the Northern does exactly what the Southern has done, and the three railways become one grand monopoly. There is one hope left yet for the people of this coast. In two years the Canadian Pacific will probably be finished. The importers of San Francisco are looking forward hopefully to that event because they have an idea that the opening of the C. P. R. will cause a decline in rates. We hope it may, but we are afraid it will not. The C. P. R. unfortunately is not a government road. It belongs, or will belong, to a private syndicate who have all along manifested a desire to monopolize everything that could by any possibility interfere with their interests. The C. P. R. syndicate have just as great an ambition to make money as any other railway company. If they find it to their advantage to join the railway pool, they will undoubtedly do it. No patriotic motives will prevent them. We hope the C. P. R. will remain independent, however, and will make a tariff that will leave nothing to be desired.

**Card of Thanks.**

THE UNDERSIGNED wishes to express his sincere thanks to the Firemen and the Citizens of New Westminster and Sapperton for the valuable services rendered at the fire on Monday night. The energy and perseverance displayed by the fire company are worthy of all praise, and if not much property was saved the fault was certainly not theirs. The citizens who were present also did excellent work, both in fighting the flames and in saving movable property.

Attention to the common mistake of some people who bring nothing to the show because they have nothing which they consider worthy of a prize. Such a policy, if generally adopted, will be certain to lessen very materially the success of the exhibition, and in many cases it will bring regret to those who pursue it. It is a very common thing for people visiting an exhibition to discover in many departments articles quite inferior to those they left at home as unworthy of the show. Bring the very best you can find; but if you have anything even fairly good, bring it along. It will materially add to the exhibition, and who knows but it may carry off a prize as well. But the motive which should govern all exhibitors is higher than that of personal gain.

"Breathes there a man with soul so dead,  
 Who never to himself hath said,  
 'This is my own, my native land?'"

We do not believe the people of British Columbia are wanting in patriotism, and there has, perhaps, never before been presented an opportunity when they could better bring into public notice the resources of the country. Aside, therefore, from any consideration of prospective prize money, it is to be hoped the people of British Columbia will take some trouble to make the approaching show a fair and creditable exhibit of the agricultural capabilities and resources of the province. Let every district, every settlement, every farm be represented by the best available products. There are many strangers now in the province looking for lands and other investments. These people will be very apt to attend the exhibition for the purpose of learning how and where they may most profitably place their energies or their money. Those neighborhoods which are not represented, or which are badly represented at the show will lose an excellent opportunity of advertising themselves, and may thus escape the notice of persons who, if they became residents, would add materially to the resources and revenue of the community. It is expected there will be a large attendance from all parts of the province. There will be buyers and sellers of produce, stock and manufacturers of all descriptions. It will be a grand provincial market day, as well as an exhibition. Persons who have anything to sell will find an opportunity to sell it; those who wish to buy will find plenty from which they may make a selection; and those who can neither sell, nor buy, nor exhibit, may with profit examine the collection which represents the industries and resources of British Columbia.

**CARD OF THANKS.**

THE UNDERSIGNED wishes to express his sincere thanks to the Firemen and the Citizens of New Westminster and Sapperton for the valuable services rendered at the fire on Monday night. The energy and perseverance displayed by the fire company are worthy of all praise, and if not much property was saved the fault was certainly not theirs. The citizens who were present also did excellent work, both in fighting the flames and in saving movable property.

JAS. LAIDLAW, Oct. 2nd, 1883.

**STEAMER ADELAIDE.**

All Aboard for Chilliwack.

REMEMBER THE EXCURSION to Chilliwack Agricultural Exhibition on Thursday, 4th Oct.

Secure your Tickets without delay (\$1.50 for the round trip), which may be had of T. R. Pearson & Co., W. H. Kearny and Trapp Bros. The steamer will call for passengers at Maple Ridge and Langley on the way up and down.

T. J. TRAPP, Auctioneer.

**CANADIAN PACIFIC NAVIGATION COMPANY (LIMITED.)**

**RATES OF FARE AND FREIGHT**

TO EXHIBITORS AT THE FORTH-COMING British Columbia Agricultural Association's Annual Exhibition will be as follows:  
 FARES to New Westminster from all points between Yale and Victoria will be Half-Rate for Round Trip Ticket. Good from 5th to 16th October, both inclusive.  
 FREIGHT will be at Regular Rates to New Westminster. Goods to be returned free of charge, not later than 15th October to shipping point, on production by exhibitor of duplicate of shipping receipt. Same will require to contain full description of goods in order to identify them with those shipped.

JNO. IRVING, Manager.

**CONCERT**

A CONCERT WILL BE GIVEN IN THE SKATING RINK!

Wednesday Evening, October 10,

By the Methodist Church Choir, assisted by other musicians in this city, Victoria, and elsewhere.

Particulars will be published shortly.

ADMISSION—50 cents, \$1.25

**FARMERS & OTHERS**

—VISITING THE—

**PROVINCIAL EXHIBITION!**

Should not fail to call at the

**PACIFIC CARRIAGE WORKS**

At Ewen & Co.'s Cannery,

**COLUMBIA STREET,**

**New Westminster, B. C.**

ORDERS TAKEN FOR ALL KINDS OF RIGS, AGRICULTURAL IMPLEMENTS, &c., AND FILLED AT LOW RATES.

Call and inspect our Work.

REPAIRING, PAINTING, TRIMMING, UNDER-TAKING, A SPECIALTY.

**CARRIAGES, BUGGIES, HEAVY WAGGONS, PLOWS, HARROWS,**

—AND OTHER—

**FARMING IMPLEMENTS**

REPAIRS EXECUTED WITH NEATNESS AND DISPATCH.

ORDERS FROM THE COUNTRY CAREFULLY ATTENDED TO.

A STOCK OF COFFIN ALWAYS ON HAND.

Having had many years' experience in the business, we feel confident of giving general satisfaction, and would therefore with confidence solicit a share of your patronage.

JOHNSTON & SMITH.

**FAIR**

THE PUBLIC WILL PLEASE REMEMBER THAT

**Cheap Jack**

—WILL BE ON THE—

**CHILLIWACK FAIR GROUND!**

With a large and well-selected stock of

**Clothing, Hats & Caps, Shirts,**

And a full line of—

**GENTS' & BOYS' Furnishing Goods!**

—AT—

**ASTONISHINGLY LOW PRICES.**

—ALSO—

**Confectionery, Fruits, and Adam's Drinks.**

—AT—

**A FREE CONCERT**

During the Day.

Cheap Jack will be prepared to sell at

**AUCTION**

Anything the Farmers or others wish to dispose of.

The Mail Steamers will carry both ways for one fare.

J. C. HENDERSON,

—DEALER IN—

**GENERAL MERCHANDISE**

Commissioner and Forwarding Agent; also, Auctioneer.

(0080)

**IMPORTANT TO FARMERS AND OTHERS.**

**THE B. C. AGRICULTURAL EXHIBITION!**

The Great Provincial Exhibition will be held at New Westminster on Wednesday, Thursday and Friday,

**October 10, 11 & 12.**

To farmers especially this will be one of the most important events that has ever taken place in B. C., and none of them should fail to take advantage of it.

If you have anything in the way of Stock that you do not want, bring it along and we will sell it for you at good figures.

If you have Grain, Hay or Produce of any kind to dispose of, bring a sample of them along and we will sell for you, subject to delivery.

If you want to buy Breeding Stock, Saddle or Work Horses, Milch Cows, Brood Mares, Farming Implements, or Machinery, Furniture or Merchandise, why, come to the Agricultural Fair and you will be able to supply your wants.

And if you have nothing to sell and want to buy nothing, why, bring your wives and families along and let them see what your neighbors have to sell. The change will do you good, and by a little friendly intercourse with brother farmers you cannot fail to be benefited.

BUTCHERS also should not fail to be present, especially on the 11th inst., as most of the Fat Animals exhibited will be sold by auction on that day, and it is expected that a greater number and a better variety of such animals will be on view than have ever been before in this Province.

Full particulars of Furniture and Merchandise at Fair.

The Steam Ferry will then be in operation so that Farmers will have no difficulty in getting their Stock and Teams over the River.

The following Properties, among others, will be offered for sale on the

**FIRST DAY, OCTOBER 10.**

EXECUTOR'S SALE

The Estate of the late Ebenezer Brown.

Having received instructions, I will sell by Public Auction on the occasion of the Agricultural Fair in this City, October 10th, the following valuable City Property:—

NEW WESTMINSTER CITY.

BLOCK XI, West half of Lot 1, adjoining Mr. Ibbotson's on Columbia Street;

BLOCK II, Subdivision of Lot One, Lots 1, 2, 3, 4, 5 and 6, St. Andrew's Street;

BLOCK XXXVI, Lots 9 and 22, 12 Lots on Dock Square (Front), 6 Lots on Dock Square (Back);

BLOCK V, Subdivision of Lots 10, 20, and 21, Queen's Avenue, 8 Lots fronting on Queen's Avenue, 6 Lots fronting on Brown Street;

BLOCK XXII, Lots 16 and 17.

The Rodgers Estate.

Lots 96, 158, 159 and 160, Group 1. The above are valuable timber lots and were selected by the late Capt. J. Rodgers on that account.

NEW WESTMINSTER DISTRICT.

South-East quarter of Section 20, Township 8, 160 acres of good land, principally alder and maple, 9 miles from New Westminster;

South-West quarter Section Lot 30, Township 2, on Scott Road, opposite and about 2 1/2 miles from New Westminster; half mile frontage on road—160 acres; 60 acres prairie, 100 alder bottom; easily cleared;

Burton Prairie, Fraser River—1448 acres of Prairie Land, in one block and very near line of C. P. R. R.

North half of North-East quarter Section 9, Township 2, with road running through to Mud Bay; 6 miles from New Westminster; 80 acres, alder bottom, fir to south.

Ibbotson's Ranch, South Arm, Fraser River—Lot 130, Range 4; 156 acres; 140 open prairie and 16 acres Timber. An orchard of 100 fruit-bearing Trees; Barn 30x60 feet, and Dwelling House 18x30 feet.

Also, a number of

**Port Moody Lots.**

Full particulars of which will be given in Catalogues.

ON THE

**Second Day of Fair, Oct. 11,**

We will sell by Auction on the Agricultural Grounds, all kinds of

**LIVE STOCK & FARM PRODUCE**

ON THE

**Third Day of Fair, Oct. 12,**

We will sell by Public Auction the whole of the well-kept and valuable HOUSEHOLD FURNITURE of Mr. Sypoll.

Also, on the same day, a variety of General Merchandise, including DRY GOODS, BLANKETS, HARDWARE, &c., &c.

T. J. TRAPP, Auctioneer.

**KURTZ & CO.,**

Pioneer White Labor

**CIGAR**

—AND—

**CIGARETTE**

MANUFACTURERS,

**Victoria, B. C.**

—Have Completed—

**LARGE ADDITIONAL CATALOGUE ADDITIONS**

To their Factory.

Employ upwards of

**SIXTY OPERATIVES,**

Have in stock

**500,000 WELL-SEASONED CIGARS**

Made from the best Veulta Havana

**TOBACCO.**

See that our TRADE MARK is on each

Box Uncut.

Will have ready 1st October a superior

**ALL TOBACCO CIGARETTE,**

Manufactured from selected Havana

**Tobacco.**

**Orders**

Will be booked for Cigarettes from 1st

September and filled in their turn

**All Our Goods Are WARRANTED First-Class.**

We make no Common Cigars.

**TRAPP BROS.**

Importers of

**GENERAL Merchandise**

WE HAVE

**JUST RECEIVED**

FOUR

**New Goods**

—FROM—

**LONDON DIRECT.**

**DON'T FORGET TO SEE THEM NOW.**

Beautiful Designs,

LOVELY SHADES,

FINE MATERIAL,

EXCELLENT WEAR,

LOW PRICES.

**Harvesting Machinery.**

Buckeye and Warrior Mowers, Steel Plows, Gilpin and Ithaca Horse Rakes, the Johnstone Combined Reaper and Mower, the McCormick Harvester and Binder (the best in the market), Harpoon Hay Forks.

Tenders will be received for the Boat and Engines, &c., conjointly, or for each separately.

Each Tender must be accompanied by an accepted Bank Cheque or Certificate of Deposit for the sum of \$1,000.00, if the Tender be for the Boat and Engines, &c., conjointly, or \$500.00 if for each machinery required, payable to the order of the Dominion Government Agent, which will be forfeited if the tenderer declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the Cheque or Certificate of Deposit will be returned.

The lowest or any tender not necessarily accepted.

H. S. ROEBUCK, Secretary, Office of the Dominion Gov't Agent, Victoria, B. C., 21st Sept., 1883.

(0090d)

**TRAPP BROS., AUCTIONEERS.**

(0070e)

**IMPORTANT TO SHIPPERS.**

NEW THROUGH ROUTE BETWEEN PORTLAND AND NEW WESTMINSTER.

THE OREGON RAILWAY AND Navigation Co. will dispatch the steamer Gilpin from New Tacoma with flour and merchandise for New Westminster direct on July 12th, 1883, and thereafter at regular intervals.

Through rates from Portland, flour and feed, \$6 per ton of 2,000 lbs.; merchandise, \$8 per ton of 2,000 lbs.

JNO. MUIR, Supt. of Traffic.

A. L. STOKES, Asst. Supt. Traffic.

(004-te) C. E. CLANCY, Agent.

**CLOCKS**

C. M. McNAUGHTEN

HAS JUST RECEIVED THE LARGEST assortment of Clocks ever held on the Mainland of British Columbia.

Nickel Clocks, at \$2.25 (warranted).

5th Thomas' Nickel Alarm at \$3.25.

All kinds of Mantel and Office Clocks.

Waltham Watches, coin silver cases, from \$15 upwards.

A fine assortment of Glistening Silver Jewelry, of the latest designs.

Silver Plate Ware and Optical Goods.

COLUMBIA STREET, New Westminster, B. C.

**MRS. M. ECKSTEIN,**

OPPOSITE PIONEER WHARF,

FRONT STREET,

NEW WESTMINSTER.

IMPORTER AND DEALER IN

Dry Goods, Clothing,

Hats and Millinery,

Fancy Goods, Jewelry,

Boots and Shoes,

Crockery, Cutlery,

Cigars and Tobaccos,

Fruits and Confectionery.

Stock large and well selected. All Goods first-class, and will be sold at very low prices for cash.

mh14 M. ECKSTEIN.

**THE BRITISH COLUMBIA Agricultural Association**

WILL HOLD THEIR

**ANNUAL EXHIBITION**

—IN THE—

**NEW AGRICULTURAL HALL**

—AT—

**New Westminster, B. C.**

—ON—

**WEDNESDAY, 10th OCT., 1883,**

And two following Days.

For particulars see Posters and Pamphlets.

A. PEBBLE, Sec. B. C. A. A.

New West., B. C., Sept. 5th, 1883.

mh14

**SEALED TENDERS**

ADDRESSED TO THE DOMINION Government Agent, Victoria, will be received at this office up to 5 p. m., MONDAY, October 16th next, for the construction of a

**SNAG BOAT**

—AND FOR—

Engines, Boilers and Machinery For the Same.

PASSENGERS.

Per str. Yosemite from Victoria, Oct. 2—Mrs. Hae, Mrs. Harvey, Mrs. Pat, Miss Austin, Miss Bell, Miss Webster, W. B. Townsend and wife, J. H. H. Walker, Geo. and wife, Davis, Blis, Murphy, John Robson, Judge Gray, B. Harvey, H. J. McClure, Sam Ling, Walter Francis, W. H. Smith, Jas. Burns, J. Taylor, J. B. Smith, J. B. Nelson, P. Merrill, W. Welch, J. Kirkland, A. M. Thompson, Timmins.

BIRTHS.

DOUGLAS—In this city, on the 1st inst., the wife of Benjamin Douglas, of a son. MILLER—At Chilliwack, on the 2nd inst., the wife of James Miller, of a son.

DEATHS.

MILLER—At Chilliwack, on the 2nd inst., the wife of James Miller, aged 41 years.

DEATHS.

Police matters have been comparatively quiet this week. The cricket match last Saturday afternoon was quite a success. The Chilliwack Agricultural exhibition will be held to-morrow.

DEATHS.

We learned yesterday afternoon that Mrs. James Miller, of Chilliwack, is dead.

DEATHS.

For the past few days the weather has been showery, and the fogs have disappeared. The new school house at Mud Bay was opened last week. The school has 22 pupils.

DEATHS.

People attending the Chilliwack show should read Mr. J. C. Henderson's advertisement. The locomotive disabled at Port Hammond some time ago has been repaired and is now at work.

DEATHS.

Several horse races have been arranged for in this city during the provincial exhibition next week. Hon. Jno. Robson came up by the str. Yosemite yesterday, and will go up to the Chilliwack exhibition.

DEATHS.

The str. Irving arrived from Yale at 6 o'clock last night. She brought a considerable quantity of hay for Victoria.

DEATHS.

The Whatcom Reville says the str. Erangel will be placed on the Port Townsend, Whatcom and Semiahmoo routes.

DEATHS.

The slip for the steam ferry is now nearly completed, and we understand the ferry will begin operations next Monday.

DEATHS.

The str. Yosemite collided with a ship in Esquimalt harbor last Saturday, and was considerably damaged about the upper works.

DEATHS.

The Bellingham Bay and British Columbia Railway Company have filed their articles of incorporation both at Sacramento, Cal., and Olympia.

DEATHS.

The str. Yosemite arrived from Victoria at 5:55 yesterday afternoon with a good passenger list. She had on board 1500 cases of salmon for Victoria.

DEATHS.

We understand the government will hold over the \$1000 appropriated for Maple Ridge until next year, when it will probably be supplemented by a further grant.

DEATHS.

The str. Adelaide leaves at 7 o'clock to-morrow morning for Chilliwack. Persons wishing to attend the show should secure tickets to-day from Trapp Bros., or at the book stores.

DEATHS.

Intending exhibitors should read Capt. Pele's letter respecting the special prizes offered by Hon. Jno. Robson and Dr. Trew for competition at the provincial exhibition.

DEATHS.

The postmaster expects to take possession of his new office in about ten days. We hope the government will not hurry this matter too much. The people can wait a little longer.

DEATHS.

SOCIAL DANCE.—The social dance in the Skating Rink will be held to-morrow (Thursday) night, instead of to-night. Tickets \$1.00. Ladies free. Dancing at 8 o'clock.

DEATHS.

FOR CHILLIWACK.—The Agricultural exhibition will be held at Chilliwack to-morrow. Those who wish to take in the show may buy a ticket and go up on the str. Adelaide which leaves this city at 7 o'clock to-morrow morning. Tickets for the round trip may be had for \$1.50.

DEATHS.

OUTGOING RECEIPTS.—Collections at the port of New Westminster for the month of Sept., 1883: Customs, \$7,175.59; other revenues, \$60.50; total, \$7,236.19. For same month last year, \$6,948.19; increase, \$1,378.03. Collections for quarter ending 30th Sept. last, \$29,990.34; for corresponding quarter last year, \$29,881.88; increase, \$108.46.

DEATHS.

THE MAYORALTY.—No candidate appeared for the mayoralty election on Saturday. At a meeting of the city council held last Monday night Mr. Robt. Dickinson was elected permanent chairman, and will discharge the duties of mayor until the fall of the year. We have every confidence in Mr. Dickinson's ability to fill that position and to see that the laws are enforced.

DEATHS.

BURTON'S PRAIRIE SCHOOL.—The new school house at Burton's Prairie was completed on Friday, and the school expected to take possession of it last Monday. The building is 30 by 30 and has 15 seats and desks. We understand the trustees are very well pleased with it. It is a much more substantial and comfortable school house than they expected to get. Miss Todd, who has had charge of the school for the past six weeks, gives great satisfaction. There are about 20 children in attendance.

CARRIAGE WORKS.—Messrs. Johnson & Smith, of the Pacific Carriage Works in this city, have taken part of Messrs. Ewan & Co's. cannery, corner Columbia and Begbie sts., which they will occupy during the winter. We find that this establishment is full of work and orders, and there is every prospect of a large business ahead. We believe wagons and buggies can be put up and sold in this city at a good deal less than they cost in San Francisco or Victoria, and we hope those who are in need of anything in this line will call at the Pacific Carriage Works before going elsewhere.

NEW ROUTE.—The steamer Eliza Anderson, Capt. Wright, will commence running this week on the Seattle, Whatcom and New Westminster route. The route, as mapped out, will be from Seattle to Port Townsend thence across the islands to Whatcom, and from there to New Westminster, provided arrangements can be made to clear from this city. Such arrangements can certainly be made, as not only the trade and best interests of the revenue require it, but it is absolutely essential to the establishment of a regular line of steamers from the Sound to New Westminster and the Fraser river country.—Whatcom Reville.

TEMPERANCE WORK.—The subject of a uniform liquor license will be urgently pressed before the territorial legislature to assemble next month. Men and women are terribly in earnest in this matter. It is the fixed purpose of the temperance cause to reduce to the general average of crime, pauperism and unhappiness caused by the traffic in intoxicating drinks in Washington Territory. Every day preaches its sermon on the subject and furnishes its argument in favor of the suppression of this giant evil.—Seattle Herald. It is gratifying to know that at least one of the Seattle journals is willing to cast their lot and influence in the direction of a suppression of the liquor traffic.—Whatcom Reville.

PUGET SOUND AND CANADIAN RY.—Ex. Gov. Gibbs, of Oregon, attorney for the Puget Sound and Canadian railroad company, has been in town for the past few days. The Governor represents a syndicate of New York capitalists who are seeking investment in the Puget Sound country, and have incorporated with a view to building a line of railroad from Whatcom to New Westminster, provided sufficient inducements in the way of liberal donations of land along the proposed route can be obtained. With this object in view representatives of the company will canvass the country between Whatcom and Semiahmoo, and the building of the road will be contingent upon the donations offered. Surveys will be made in the near future. The company do not propose to tie up the title to real estate for an indefinite period, but will place a limit upon the time which the road is to be built, and if not built within the time prescribed, then all contributions will revert to the original owners.—Whatcom Reville.

Stealing a Grave!

We have heard of stealing all sorts of things, even to a corpse. The following dialogue between a certain undertaker in this city and the gov't. agent, was overheard on Columbia st. one day last week, and brings to light a species of theft hitherto unheard of: UNDERTAKER.—Who buried Donlan? GOV. AGT.—I don't know. Who is Donlan? U.—The man who was drowned at the wharf. G. A.—Oh! I suppose it was the gaoler. U.—And who paid for the funeral? G. A.—The expense of the coffin was paid out of money found on his person, and the work was done by some of the changeling. U.—But they have stolen my grave! G. A.—Stolen your grave! How's that? U.—Why, I had a grave all ready dug in the cemetery and when I sent out the next corpse a new grave had to be dug. I shall expect the government to pay me for that grave. G. A.—He retired reflectively, and is probably still considering whether the undertaker has a lawful claim on the government for that stolen grave.

Laidlaw's Cannery Burnt.

LOSS ESTIMATED AT ABOUT \$60,000. Shortly after 6 o'clock last Monday night flames were seen issuing from Laidlaw & Co's. cannery, at Sapperton. The alarm was at once given, and a messenger despatched to this city for assistance. In a very short time after the fire bell began to ring, the engine and hose cart were on their way to the conflagration. But the distance is fully a mile, and before the firemen arrived the whole establishment was enveloped in flames and beyond control. The firemen at once took to the situation and directed their energies towards saving adjoining property. A short distance beyond the cannery is a wharf upon which stands a small warehouse where were stored 1800 cases of salmon. This was saved without difficulty. Between the cannery and the road stood Mr. Laidlaw's own residence and three or four buildings occupied by his Chinamen. The celestials gathered up their worldly goods with wonderful promptness and packed them off to safe places, while many willing hands assisted Mr. Laidlaw in removing the furniture and effects from his dwelling. The contents of all the buildings, except the cannery, were saved, but some of them were much damaged by removal. The only building saved on the road was Mr. Laidlaw's residence. It was at one time hoped that the others might be kept from the flames, but the heat from the burning cannery became so intense that the best efforts of the firemen could do no more than check the fierceness of the blaze. There were in the cannery 4000 cases of salmon, worth at least \$30,000. These were entirely lost. It contained a considerable quantity of machinery and all appliances for the business of canning fish. The loss, including the fish, is roughly estimated at from \$50,000 to \$70,000. Mr. Laidlaw was insured, but does not yet know to what extent. It is probable the insurance amounts to about \$50,000. At one time the fence round the penitentiary grounds caught fire, but it was quickly extinguished. The firemen worked well, and so did many of the citizens; and we must not omit to mention the Indians, who stood at the breaks manfully. This fire blotted out some of the ancient land marks. The

corner house, occupied by Chinamen, was built by the Royal Engineers in 1858, and used by them as a survey office and storehouse. The house north of this was the old guard room. It was built of logs, in 1856, and is said to have been the first house erected at Sapperton—before the dense forest of fir and cedar which stood on New Westminster city site had been interfered with. When the colony had been divided this building was used as the government printing office.

Communications.

The Special Prizes.

EDITOR COLUMBIAN.—As there appears to be a misunderstanding with reference to the special prizes given by the Hon. J. Robson and Dr. Trew, at the forthcoming agricultural show, I wish to state that the Hon. J. Robson's prize is given for the best exhibit in point of variety and excellence, embracing all the sections of the prize list, and Dr. Trew's prize, the largest number of articles shown by an exhibitor in any five sections. A. PEELE, Sec.

(Written for the Columbian.)

Pootoo: A Christian Pilgrimage to a Mongolian Mecca.

(From First Page.)

On the following morning everyone was astir betimes, and as all had enjoyed a sound and refreshing sleep, the sea having, fortunately, proved calm throughout the night, the whole company were in excellent spirits. The morning broke bright and beautiful, and promised a lovely day. A light haze hung over the waters, obscuring the coast-line from view, but now and then the veil of mist would lift and reveal a glimpse of the beautiful islands we had come to visit. Just as the sun began to show his face over the edge of the watery horizon, the fog cleared, and we had a splendid view of the islands and the country lying about the mouth of the river, which we were about entering. As at Weonung, we found the entrance obstructed by a large fleet of sail-junks, guarded by mandarin tax-boats—quaint structures, gaudily painted and flagged—and tiny gunboats propelled by oars and carrying in the bow a solitary piece, about the calibre of a good sized market. On the left bank situated the town or city of Chin-hua, which is surrounded by a substantial wall, and protected by a number of forts. During the war between China and England, these were invested by the latter power, after a stubborn defence, and the guns now surmounting the bastions are probably the very ones that dealt out death and destruction to the invaders a generation ago.

No stop was made at Chin-hua, and we sped quickly along, in momentary prospect of running down and swampy some of the numberless frail sampans, propelled by screaming females, that made a point of darting right under our bows, as though with the very object of getting themselves run down, that they might claim compensation, a trick peculiarly Chinese, and by no means uncommon. No object of interest was visible along the banks of the stream, with the exception of a number of thatched "godown" or warehouses, in which were stored supplies of the rice and flthy ice, gathered from the surrounding rice fields, for consumption by the good people of Shanghai. Yes, there was one other object that excited some attention—a huge Kiang gun, apparently of considerable value, which lay on the muddy bank where it had landed perhaps a year ago, exposed to the action of the atmosphere and the ebb and flow of the tides, which rusted and corroded it day after day. Such is China!

Less than an hour sufficed to land the couple of hundred bustling Chinese passengers with their multitudinous bundles and blankets, and the freight that had been brought down, and the vessel's head was once more turned seaward. The equanimity with which one is said to bear the misfortunes of others received practical illustration as the steamer steered off from the landing-stage. A respectfully dressed Chinaman, evidently a bono fide Pootoo, reached the pontoon just in time to see us leave, and the way that unfortunate individual danced about the stage and leaped into the air, "chin-chinning" by the steamer, and as long as it remained in view, beseeching it to come back, afforded intense amusement (a strict regard for truth compels me to state) to his more fortunate fellows. Poor man! It was a serious matter for him; for he must either wait a whole week for the next steamer, or charter a small junk for his special behoof, a costly proceeding. We soon left him and the city behind, and glided down the city river—all the rivers of the north are muddy—passing three large Chinese gun-boats, of foreign construction, and sighting a canal which was cut out by the British during the war. We were again forcibly struck with the enormous number of ice-houses lining the banks of the river, and after listening to a description of the method employed by the ice-harvesters to secure their crops which consists in flooding, during the winter, the narrow straits and creeks, and marking the thin flakes of ice forming on them—we began to understand the relation of the germ theory and the cholera question among the natives.

On reaching the open, the sea was found to be beautifully calm; as it was, indeed, during the whole trip, one of the greatest drawbacks to all marine excursions, sea-sickness, being thus happily escaped. Leaving on our left a rocky islet surmounted by a modest light-house, and on our right another, topped by a cross, we grew bolder, we shaped a course for the Sacred Isle, passing through a perfect labyrinth of islands, large and small, which, though mostly flat, were green and inviting. This was the captain's first trip to Pootoo, and realizing the difficult nature of the task of piloting his vessel through such a maze of islands, he had wisely secured the services of an experienced Ningpo pilot, under whose watchful care the excursionists safely passed through the archipelago, and reached the sought-for island.

It was close on the fifth hour when the steamer dropped anchor, which she did in deep water, some forty-five fathoms of chain being paid out. The heat had become oppressive, and it was unanimously agreed to postpone our landing until lunch had been partaken of, and the sun's rays had lost a portion of their fervour. It was just as well that this decision was arrived at, for the vessel had hardly been brought to anchor before indications of an approaching storm began to make themselves manifest, and in a startling brief space of time thick clouds overspread the heavens, and a terrific squall of wind, accompanied by blinding sheets of rain burst over the vessel. The rain had ceased and the wind fallen. The sky once more became serene, and

the atmosphere so cool that it was resolved to land at once, instead of waiting until towards sundown, as had been intended. The ship's boats were called away, and a number of the passengers, provided with towels and other necessary bathing gear, took their seats and swam to the shore. On the way up a party of sad-looking European missionaries, were noted seated on a wall overlooking the sea. It was understood that they had been rusticated on the island for about a month, and were to be joined by another band who had come down with us, but who, on account of its being Sunday, declined to land!

The path for some time lay upward, but the ascent was an easy one, and the road good, a smooth causeway of hewn stone leading from the landing place to a divide which if not the highest, point on the island is lofty enough to afford an extensive and excellent view of the topography. Here the path led to a times remote, erected a rough gateway of mud. This was in no wise a remarkable structure, either in point of beauty or in massiveness, but it served the excellent purpose of a frame or setting to the beautiful land and sea scape on either side of the island, which, with its help, was seen to the best possible advantage. Here the party halted for a few moments, in order to do justice to the view. From this point the road began to descend, and the scenery became more varied and beautiful. Nestling down in the heart of the valley, on the left, lay a cluster of temples, while away in front were the low hills, covered with verdure, beyond which were hid the cool, sequestered beaches in search of which the pleasure-seekers had come. When near the foot of the hill, the party halted to inspect a couple of curious stone tablets, which stood by the side of the road, embowered in shrubbery. They bore inscriptions in Chinese, and in an unknown tongue, which it was understood, had been proved to be undecipherable. One of the party hazarded the opinion that the characters were Sanscrit, and this conjecture seemed to carry a certain amount of weight from the fact that the Buddhist priesthood in China and Japan are possessed of a rudimentary knowledge of this father of languages, of which they avail themselves in the way of furnishing posthumous titles for inscriptions on tomb-stones. Others of the company, however, declare that the memorial tablet had been examined by a number of various nationalities, who had confessed their inability to expound their meaning. And so the matter rests. The writer does not pretend to any intimate acquaintance with the languages of the eastern continent, and cannot take upon himself to settle the vexed question. While perusing a recent number of a scientific journal, however, he was struck with the remarkable resemblance of the characters in question to those depicted therein, taken from Tibetan coins.

A short walk down hill brought the sighters to the main group of temples, to reach which it was necessary to cross a pond filled with lotus-plants sacred to Buddha, on which he is usually represented sitting, in the attitude of meditation—in various stages more or less approaching maturity. The temples themselves were not particularly striking. Years ago they were no doubt beautiful, but they now present a dilapidated appearance, and are being allowed to fall into decay. Only one of them contained anything worthy of inspection, an egg-shaped idol, at least twenty feet high, and ten in circumference. It was in a sitting posture, with the limbs crossed, a la Turque, and appeared to be composed of plaster or papier-mache, heavily gilded. An adjacent building contained a number of wooden carvings, much tarnished, said to represent the punishment of evil-doers in Hades. The island abounds with shrines and temples, some of them of considerable size and containing hundreds of gilded idols, but neither in point of architecture or decoration are they worthy of note. In the summer season they are, however, largely availed of, by both foreigners and natives, as well as by the poor and objectionable insects, as lodging-places. Four years ago no less than forty Europeans, from various parts on the coast and the River Yang-tze, were temporarily domiciled on the island at one time. It is a favorite sanitarium with European missionaries, who come to it from all parts of China, and stay three or four months at a time—at the expense of the pious people in home countries, of course. At the time of our visit, the weather was delightfully cool, and as a rule the temperature throughout the summer is always considerably below that of the mainland. We found there were already a number of people from Shanghai settled down for the summer—among them an educated Chinese family—the head of which was a mandarin, who had accepted the doctrines of Christianity. They were accustomed to entertain in the western style, their home in the city being a favorite visiting place with U. S. naval officers. One of the daughters was accustomed to dress in European fashion; and married a Dane, the commander of a Chinese revenue cruiser. The youngest, a demure sixteen, was a charming little creature, even in her hideous national dress. The whole family spoke English with perfect fluency, and understood several other foreign languages, and played and sang.

On leaving the temple, the party made for a small village, the road leading to it, as elsewhere throughout the island, being lined with beautiful shade trees, and paved with broad, smooth blocks of granite. The hamlet contained not more than a couple of score of dwellings, most of them stores for the sale of the holy pictures and rosaries, and was an uninviting place. Passing this, the sand-banks topping the beach were quickly reached, the sight of the sea leading to a race along the hard, white strand to a shady nook in the rocks which afforded admirable facilities for the preliminaries necessary to bathing. How joyous was the prospect! The bright, blue sea—such a contrast to the leaden colored Hwang-pu, that one had been accustomed to gaze on every day for years—was so sparkling in the smooth stretch of hard sand, with just enough of surf to afford inducement to a tussle with it; and, sooth to say, little time was lost by the bathers in availing themselves of the invitation it extended to them! Old and young tumbled and splashed about in the clear, cool waters with unbounded delight, and it was with the greatest reluctance that some of the party at least—fellows not quite so young as

they had been—were compelled to forego the exciting delights of a scramble up the steep, slippery, weed-clad rocks, for the perilous pleasure of being washed yards away by some numerous breaker. "Oh, the merry days of youth!"

On the way back another building was chosen. This led to a small path, formerly used as a temple, but at the time occupied by fishermen in the employ of the priests. This was famous for its well of clear, ice-cold water, to the virtues of which the attention of the pilgrim was called by a stone bearing an inscription, in Chinese, of course. It is called the Genii's Well, and it is believed by the devout that a draught of its cool, crystal waters confers the gift of longevity. On leaving this, every member of the company of course made a point of indulging in a good, long draught. Near by, in a dilapidated temple, were a large bell and an enormous drum, the latter certainly twelve feet in diameter, and giving out in strident perfect thunder-peals. The bell is without a clapper, and as struck, as all bells are in the Far East, by means of a kind of battering-ram of wood, shod with iron, hung by ropes on one side, and raised to a considerable height. Some idea of its great size will be gathered when it is mentioned that the combined strength of two able-bodied men was required to bring out its full tones, which reverberated, it seemed to us, all over the island, and well-nigh deafened us.

The hour fixed for the return to Ningpo on the following morning was seven o'clock; but, early as it was, quite a number of those who had made the tramp across the island on the previous morning resolved on being up with the lark, in order to have one more dip in the briny before making home. As early as five o'clock, then, the whole of those who had already paid their respects to Father Neptune, with some others, tumbled out of bed and ashore. As it turned out, there was plenty of time to get over to the beach and indulge in a dip. Such was the enthusiasm of some of the swimmers that a mere dip would not suffice them, but they would make the circuit of a point of rocks which separated the bay, and were in from another—equally convenient, but not in such favor—to the left, winding up with a genuine waltz in a fresh-water runlet which emptied out of the lotus-pond aforementioned, some half mile distant.

On the home-stretch, a number of priests were fallen in with. They were a depraved looking lot, with countenances that would insure them a speedy hanging in a civilized country. All had shaven pates, and wore long, loose, purple-colored robes. One of the excursionists, an English youth of the genus hoodlum, insisted on their partaking of a "morning," and on their declining, proceeded to administer a dose to one of the party by the operation known to youth in castor-oil days, to wit, by closing the patient's nose, and pouring down his throat the objectionable liquor. He looked terribly disgusted; and no wonder, and as we passed on we could not help conjecturing how many years of penance he might have to perform, in order that he might be purified from the effects of his involuntary breach of the Buddhist commandments.

Ten minutes later, the party had re-embarked, the anchor was "home," and the good steamer was once more heading for Ningpo. Time and the inexorable editor forbid any description of the beauties of the archipelago through which we passed on our return, a repetition of the many "yarns" that were related by the pilot, as he stood by the quarter-deck at the wheel, and told of the old days when pirates abounded among the Chusans, and made things lively for the wealthy priests of the Holy Isle; or a word-picture of the ancient and prosperous city of Ningpo, which the holiday-makers were afforded a brief opportunity of viewing. These and a hundred other matters and things—of interest even to dwellers among the sores which they are trapped, and how, to reach which, it was necessary to cross a pond filled with lotus-plants sacred to Buddha, on which he is usually represented sitting, in the attitude of meditation—in various stages more or less approaching maturity. The temples themselves were not particularly striking. Years ago they were no doubt beautiful, but they now present a dilapidated appearance, and are being allowed to fall into decay. Only one of them contained anything worthy of inspection, an egg-shaped idol, at least twenty feet high, and ten in circumference. It was in a sitting posture, with the limbs crossed, a la Turque, and appeared to be composed of plaster or papier-mache, heavily gilded. An adjacent building contained a number of wooden carvings, much tarnished, said to represent the punishment of evil-doers in Hades. The island abounds with shrines and temples, some of them of considerable size and containing hundreds of gilded idols, but neither in point of architecture or decoration are they worthy of note. In the summer season they are, however, largely availed of, by both foreigners and natives, as well as by the poor and objectionable insects, as lodging-places. Four years ago no less than forty Europeans, from various parts on the coast and the River Yang-tze, were temporarily domiciled on the island at one time. It is a favorite sanitarium with European missionaries, who come to it from all parts of China, and stay three or four months at a time—at the expense of the pious people in home countries, of course. At the time of our visit, the weather was delightfully cool, and as a rule the temperature throughout the summer is always considerably below that of the mainland. We found there were already a number of people from Shanghai settled down for the summer—among them an educated Chinese family—the head of which was a mandarin, who had accepted the doctrines of Christianity. They were accustomed to entertain in the western style, their home in the city being a favorite visiting place with U. S. naval officers. One of the daughters was accustomed to dress in European fashion; and married a Dane, the commander of a Chinese revenue cruiser. The youngest, a demure sixteen, was a charming little creature, even in her hideous national dress. The whole family spoke English with perfect fluency, and understood several other foreign languages, and played and sang.

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