TELEGRAPHIC.

BRITISH COLUMBIA.

Boundaries Laid Out On a Map Prepared by the Government.

ENGLAND INTERPRETS A TREATY

With the Result That Everything Worth Having is on the British side of the Line.

SEATTLE, Wash., Sept. 22.—The statement published in the Post-Intelligencer some time ago that the official map prepared by the provincial government of British Columbia would show the truth of every charge that has been made in that paper, to the effect that Great Britain intended to use her utmost to grab almost every available site for a seaport, is fully confirmed by the published copies of the map, of which several have been received in this city. The map bears the legend, "map of the Province of British Columbia, compiled by direction of the Hon. G. B. Martin, chief commissioner of lands and works, Victoria, B. C., 1895."

The Canadian map shows the British boundary claim in a clearly defined broken black line. Starting from the south it touches Cape Chacon, the northernmost point of Prince of Wales island, and runs up Dixon channel, striking easterly to a point to Borough bay. Thence it runs northwest along the summit of a supposed range of mountains parallel with the general line of the shore, but which the American surveyors say does not exist. Opposite the head of Holkham bay it leaves the main range to the east and cuts across Taney Arm, leaving the head of that inlet in British territory. It makes a similar cut across the head of Skeat river estuary. It also cuts across Taku inlet halfway of its length, leaving the south arm of Taku river, which is the only available site for a seaport, in British territory, while it gives the United States the mountainous shores toward the ocean. It does the same to the point south of Berner's bay in Lynn canal. It cuts across that large inlet, then veers to the eastward and crosses Glacier bay near its south, then runs northwesterly over the summits of the great peaks of Mount St. Elias.

By cutting across Lynn canal this line gives to Great Britain Berner's bay, where valuable gold mines are being developed by American capital, and it leaves the Chilkoot inlet, the Sheep Creek mines, which have recently been discovered by Americans, and the Chilkoot Pass, which is the only practicable route to the Yukon mines, in British territory. It also gives to Great Britain the Muir glacier, Alaska's greatest scenic attraction for tourists. Generally speaking, it places for Great Britain the heads of the three greatest inlets in Alaskan archipelago.

The strongest denials of Great Britain's claims have come from the Metlakahtla Indians, who some years ago, moved from Fort Simpson, near the mouth of Work channel, in British Columbia, to Annette Island for the express purpose of becoming subjects to the American government, which had created the island to them. This island lies to the east of Behm channel, and is thus claimed by Great Britain, while all previous definitions of the boundary have shown it to be undisputed American territory.

The boundary line is drawn in conformity with the British interpretation of the treaty between Great Britain and Russia, made in 1825.

LANDGRABBERS.

SEATTLE, Wash., Sept. 22.—Numerous attempts are being made in Alaska to secure valuable land by perversion of the act of March 3, 1891. The law provides that land for trading and manufacturing purposes may be taken up, but the maximum is fixed at 160 acres, and there is a further provision that it is to be nearly square in outlines as practicable.

Early in the present year A. P. Swineford, special agent, was sent to investigate. He is in this city on his return to Washington, D. C., and says the traders doing business in small log shacks with about $200 worth of goods are trying to acquire title to all the water front on a harbor. They seem animated by a desire to take everything, and it looks as though they wish to keep everybody on the water from getting to the land, and everybody on the land from getting to the water. Salmon canneries have taken up land with a view to shutting out all future people who might desire to can salmon in a particular locality. Attempts have been made to gobble up townsites under the provisions of this act.

Grievance of Navy Machinists.

WASHINGTON, Sept. 21.—All the machinists of the navy have a grievance, and unless this is speedily redressed, the service is likely to be short of the best grade of mechanics. By the department's system they have been graded into three classes—chief, first and second machinists—with pay in proportion. According to the practice of the department, a man cannot be enlisted as a chief machinist, but must enter one of the lower grades and await promotion. This has brought about the result that where a person served faithfully for a number of years and by ability attained the rank of chief machinist, he must, if he desires to continue in the naval service at the expiration of his term of enlistment, re-enlist in the lower grades, losing his chances of again getting his old rating as chief, and losing about $15 a month until he succeeds. In the event that he succeeds in re-enlisting at sea, on the same ship on which he has been serving, he suffers no loss, as he is immediately raised as chief, but in the more frequent cases where he has to remain for months on a receiving ship awaiting assignment, his loss is considerable.

COLDER WEATHER.

Snow Reported for Harvest Nearly Entered in Colorado.

CHICAGO, Sept. 23.—Relief from the unusually warm weather of the past week reached the city tonight shortly after a cold wave, accompanied by a drizzling, chilling rain, which sent pedestrians hurrying for their homes, arrived. At midnight the thermometer stands at 55, having dropped from 88 at 7 p. m., and the indications are that it will continue to drop until morning. The barometer indicates storms, which will be welcome visitors after the scorching days through which the city has just passed.

Dispatches to the Associated Press from many points in Illinois, Iowa and Wisconsin, report a drop in the temperature, varying from some figures. At nearly all points which have been heard from the change was ushered in by a violent windstorm, which at some points did considerable minor damage. In northern Wisconsin the wind was accompanied by a very heavy rain, some points reporting a fall of from half an inch to an inch in less than an hour. Telegraphic communication with the Northwest was seriously crippled by the storm, and at a late hour tonight the wires are still in bad condition.

On this account it is probable that few disasters will be reported on the lakes from this gale.

SNOW IN COLORADO.

DENVER, Sept. 22.—Nearly the entire state of Colorado is covered by a mantle of snow, although today's bright sunshine made great inroads upon it on the plains and in the valleys. The storm was a record-breaker, such a depth of snow never having been seen so early in the season. At Greeley, fifty miles north of Denver, the snow was thirteen inches deep, while in Denver nearly eight inches fell. In the mountains it exceeded a foot in many places.

The southern limit of snow was Pueblo, 150 miles south of Denver, although in the mountains in the southwestern corner of the state it extended nearly or quite to the New Mexico line.

In Denver, Boulder, Greeley and other places immense damage was done to shade and fruit trees. The foliage had not been touched by frosts, and the great weight of wet snow was more than the limbs could resist, the people being kept awake by the crashing of branches torn from the trees. Much hay was also ruined by the telephone and electric light wires.

Grand Junction, Montrose and Canyon City, the last bulging towns of the state, escaped serious damage from the snow, although tonight's sharp frost may create great havoc.

In the mountain valleys much late grain was ready for the harvest. It was nearly all ruined.

MEXICANS AND CUBANS

International Susceptibilities Harshly Handled.

CITY OF MEXICO, Sept. 22.—International susceptibilities are being harshly rubbed these days. Some Mexicans and Cubans filled a coach, yesterday, to go to the foot of the great peak of Mount St. Elias.

By cutting across Lynn canal this line gives to Great Britain Berner's bay, where valuable gold mines are being developed by American capital, and it leaves the Chilkoot inlet, the Sheep Creek mines, which have recently been discovered by Americans, and the Chilkoot Pass, which is the only practicable route to the Yukon mines, in British territory. It also gives to Great Britain the Muir glacier, Alaska's greatest scenic attraction for tourists. Generally speaking, it places for Great Britain the heads of the three greatest inlets in Alaskan archipelago.

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Reader, did you ever take SIMMONS LIVER REGULATOR, the "King of Liver Medicines"? Everybody needs a liver remedy. It is a laxative, thousand liver that impairs digestion and causes constipation, or sick headache should be carried off regularly to the body and poisons the whole system. That dull, heavy feeling is due to a torpid liver. Biliousness, Headache, Malaria and Constipation are all liver diseases. Keep the liver active by occasional doses of Simmons Liver Regulator and you'll get rid of these troubles, and give tone to the whole system. For a laxative Simmons Liver Regulator is SUPERB TONIC PILLS. It does not gripe, nor weaken, but greatly refreshes and strengthens.

Every package has the Red Z stamp on the wrapper. J. H. Zeilin & Co., Philadelphia.

SPECIAL

UNION PACIFIC

EXCURSION RATES

TO

SALT LAKE CITY,

October 1 to 6, 1895, via the

UNION PACIFIC,

For the First Grand Annual Eisteddfod, October 3 and 4, and the Sixty-fifth Semi-Annual Conference of the Church of Jesus Christ of Latter-day Saints, October 4, 5 and 6, 1895.

For above occasion excursion tickets will be sold to Salt Lake City as follows:

FROM	RATE	FROM	RATE
Card, Idaho	4 25	Laramie, Wyoming	$25 75
Cannon, "	4 00	Carbon, "	19 50
Preston, Idaho	4 25	Dayton, "	19 50
Franklin, "	4 25	Rock Springs, "	15 75
Richmond, Utah	4 25	Green River, "	8 75
Smithfield, "	4 10	Granger, "	7 75
Logan, "	3 40	Evanston, "	6 50
Mendon, "	3 25	Almy, "	4 00
Cache Junction, "	3 25	Park City, Utah	2 00
Calvin, "	3 25	Wanship, "	2 50
Collinston, "	3 75	Coalville, "	2 50
Deweyville, "	3 75	Echo, "	2 50
Honeyville, "	3 25	Morgan, "	2 25
Brigham, "	2 90	Ogden, "	1 50
Willard, "	2 75	Hooper, "	1 50
Hot Springs, "	1 50	Syracuse Junction, "	1 50
Harrisville, "	1 50	Layton, "	75
Friens, "	1 00	Kaysville, "	50
Milford, "	1 00	Farmington, "	50
Smith's Ranch, "	0 00	Lake Shore, "	50
Black Rock, "	5 75	Centerville, "	50
Clear Lake, "	5 25	Woods Cross, "	25
Oasis, "	4 00	Terminus, "	1 00
Lemmington, "	3 00	Tooele, "	1 50
Josh, "	3 25	Erda, "	1 50
Nephi, "	2 50	Railway House, "	75
Mona, "	2 50	Lake Point, "	50
Santaquin, "	2 25	Garfield, "	75
Payson, "	2 25	Saltair Junction, "	50
Benjamin, "	2 25	Chambers, "	50
Spanish Fork, "	2 25	Jordan, "	75
Springville, "	2 00	Ogden, Wyoming	6 00
Provo, "	1 50	Coalville, "	8 00
Lake View, "	1 50	Morgan, Utah	9 50
Pleasant Grove, "	1 50	Soda Springs, "	7 00
American Fork, "	1 25	Banneck, "	7 00
Lehi, "	1 25	American Falls, "	8 00
Lehi Junction, "	1 25	Minidoka, "	8 00
Draper, "	1 00	Kimama, "	10 50
Sandy, "	50	Shoshone, "	12 00
Junction, "	50	Bellevue, "	15 00
Lewiston's, "	50	Hailey, "	15 00
Germania, "	25	Ketchum, "	15 00
Murray, "	25	Beaver Canyon, "	16 00
Carona, "	25	Dubois, "	11 00
Jennies, "	25	Market Lake, "	9 00
Silver City, "	3 25	Idaho Falls, "	8 00
Mammoth, "	3 25	Blackfoot, "	7 00
Dragoon, "	3 50	Pocatello, "	7 00
Rush Valley, "	3 50	Mackanmon, "	7 75
Faircloth, "	3 25	Downey, "	5 00
Cedar Fort, "	3 25	Oxford, "	4 25
		Garnet, "	4 25

SELLING DATES.—From Pocatello, Caine Junction, Echo, Juab, Eureka, Terminus and intermediate points, October 1st to 5th, from all other points October 1st to 5th. Tickets sold at Ogden, Payson, points intermediate, and points on Utah & Nevada and Salt Lake & Western branches, will be good returning until October 7th. Tickets sold at all other points will be good returning until October 13th.

Special Trains will be run from Ogden, Juab and intermediate points and on Utah & Nevada Branch. See bills for time cards.

D. E. BURLEY,

General Agent Passenger Department.

FRAGRANT

VANITY FAIR CIGARETTES

A GOOD CHANCE FOR COAL HAULERS.

"The Old Church Mine," in Grass Creek formerly the Icy Water coal mine, is now in shape to supply all teams with a decent sheep.

The mine is now in shape to supply all teams with a decent sheep.

Lump $1.75. Store 75 cents per ton.

The Cullen Mine, being nearer the city, the prices will be as follows:

Lump $2.00. Stove (large and clean) $1.00 per ton. Nut (picked) 25 cents per ton.

Slack, containing Nut and Pea, 10 cents per wagon load.

The Grass Creek Coal is worth twenty-five per cent more than any other Weber Coal.

To those who come a long distance, stabling is provided at the Cullen mine free.

W. W. CLUFF, Agent.

Notice of Removal.

M. Kopp, the cigar man has moved to 111 South West Temple.

EISTEDDFOD AND CONFERENCE RATES

On the Great Western Railway.

For the Grand Welsh Eisteddfod at Salt Lake City, October 3rd and 4th, and the Semi-Annual Conference, L. D. S., at Salt Lake City, October 4th, 5th and 6th, inclusive, the following rates are announced to Salt Lake City and return via R. G. W. Ry.

From	Rate	From	Rate
Ogden	$1 50	Silver City	$1 25
Roy	1 50	Castle	2 00
Layton	1 50	Frisco	2 75
Kaysville	1 50	Newhouse	3 00
Farmington	1 50	Delta	3 00
Lake Shore	1 50	Milford	3 00
Centerville	1 50	Lynndyl	3 00
Woods Cross	1 50	Juab	2 00
Salt Lake	1 50	Nephi	2 00
Garfield	1 50	Mona	2 00
Saltair	1 50	Santaquin	2 00
Lehi	1 50	Payson	2 00
Alta, Park City	3 00	Spanish Fork	2 00
Gemmer	3 00	Springville	2 00
Ophir	3 00	Provo	2 00
Stockton	2 00	Lake View	2 00
Tintic	2 00	Pleasant Grove	2 00
Eureka	2 00	American Fork	2 00
Mammoth	2 00	Lehi	2 00
Dragon	2 00	Lehi Junction	2 00
Rush Valley	2 00	Draper	2 00
Faircloth	2 00	Sandy	2 00
Cedar Fort	2 00	Junction	2 00
Fairfield	2 00	Lewiston's	2 00
Eureka	2 00	Germania	2 00
Mammoth	2 00	Murray	2 00
Dragon	2 00	Carona	2 00
Rush Valley	2 00	Jennies	2 00
Faircloth	2 00	Silver City	2 00
Cedar Fort	2 00	Mammoth	2 00
Fairfield	2 00	Dragoon	2 00
Eureka	2 00	Rush Valley	2 00
Mammoth	2 00	Faircloth	2 00
Dragon	2 00	Cedar Fort	2 00
Rush Valley	2 00	Fairfield	2 00
Faircloth	2 00	Eureka	2 00
Cedar Fort	2 00	Mammoth	2 00
Fairfield	2 00	Drag