SHEEP GREEK

J. G. Devlin, who has just returned rom a trip into the Sheep creek counry , comes back enthusiastic as to the ossibilities of that free milling district. He declares that never in his knowledge of the history of the west has there been camp which has shown so much for the work done upon it. Sheep creek is one of the few camps of which it can be ruly said that it has paid from the jump and that more money has been taken ou f it than has been put in. Usually the eginnings of a camp are much the ther way and much money has to be out in before anything like a commenrate return can be obtained.

So far there have not been many ship oing mines started upon Sheep creek.

f the camp were 200 miles from nowhere instead of being at the very gates of Nelson, Mr. Devlin avers that there would have been a stampede there long ago. That such is not the case Mr. Devin can only attribute to the truth of the d saying, "a prophet hath no honor in his own country.

The Queen mine is doing wonderfully well and is a property which has been proven at depth. Its workings are now own 600 feet and the mine is mill over 200 tons weekly and within a little while will be doing twice that amount f work. Every day are being shipped five tons of concentrates, ore that the smelters are eager to obtain. There is also the Nugget, where some wonder fully rich strikes have been made, a proerty that has paid from the grass roots. A five ton mill is being put up which should be running by the end of Sepember or the beginning of October. Just now a new wagon road is being constructed to take up the mill to the mine. Here ore is found at a depth of 250 feet and more below the surface showings. and over 300 tons of ore have been sent to the Trail smelter this year, notwith-standing the fact that the work done so far has principally been development work. On the Queen just now under manager Lewiston, 65 men are working, while A. H. Gracey has 25 men at work

on the Nugget.
Yet another working property is the
Kootenay Belle, bonded to J. L. Warner, which is also working about 25 men. Here a rich strike of ore, some of which goes \$450 and better to the ton, was made last week and the owners dec that the Belle is the richest mine on the Almost similar things can be said of the Mother Lode on the opposite side of the creek, which is being man-aged by J.L. Warner on behalf of American capitalists. Here a strike was made at the end of last month and a new ledge has been definitely located. When he Bell Bros. had this property, Mr. Devlin says, they shipped \$90,000 worth of ore. On the Kootenay Belle are now working about 17 men. The assays from the last strike on the Mother Lode went

\$200 to the ton.

Nor is this all. There is the Golden Fawn, with four or five men working. making a total of men employed in the shipping mines of the district of not less than 140. The Golden Fawn is bonded to a New York company and is being managed by J. L. Warner. Work is beng prosecuted at a depth of 60 feet and good values are being found. Besides the mlil on the Queen, which has a capacity of 200 tons weekly, there is also he addition on that property o be equal to as much more and there are also the mills in construction and in get, equal together to another 200 tons

Besides these shipping properties there is also the Summit, belonging to F. Collins of Salmo. This property has been ive years and has a good ledge of from ne to five feet in width on which to work. Here a depth has been gained of 250 feet, but there is no mill.

There was a mill since burned down.

Then there are a number of other properties merely in the development stage, one of which, the Devlin group, belonging to Mr. Devlin and partners, A. Bell and A. Pool of this city, which are also with good prospects ahead. Mr. Devlir has three ledges upon his property and has a tunnel 140 feet in length already driven and in addition there are at least a dozen prospects being worked by prosectors all over this countryside. But the great beauty of the samp,

declares Mr. Devlin, "is that the gold is evenly distributed all over the rock and is not chunky, leaving here and there very rich quartz and here and there

SEATTLE WON.

Result of Northwest Cricket Tournament at Victoria.

VICTORIA, Aug. 18.—Seattle won easily from the Garrison, in the north-west cricket tournament today. The soldiers had secured 75 with two wickets down but collapsed then before the excellent bowling of Cameron of Seattle, who took six wickets for 19 The soldiers scored 112 runs Seattle scored 210 to which Clark contributed 66 before being given out leg before wicket. Until then he had no given a chance. Gandy scored 39 and Waddell 27.

Vancouver beat the Burrard team, also from Vancouver, by 31 runs and one innings to spare. Portland was badly defeated by the Albions of Victoria by one inning and 48 runs.

TERRIFIC EXPLOSION.

ead Junk Establishments at Ogdens burg is Wrecked.

burg is Wrecked.

OGDENSBURG, Aug. 21.—While the process of melting lead junk was going on at R. K. Trutil's junk shop here today, a terrific explosion followed the throwing of a fresh lot of metal into the melting pot. Truell was hurled across the building, both his legs were shattered and one eye blown out. He will probably die. The interior of the building was wrecked and set ablaze. From the force of the explorion it is believed that a bomb of some sort was amongst the junk and was accidentally thrown into the molten metal with a shovel full of the refuse.

RIOT QUELLED

SPRINGFIELD, Aug. 17-The race war which began here last Friday night is believed to be a thing of the past. ast night passed without untoward incident and it was confidently asserted to-day by those in charge of the situation that no mob of any size will form from

With nearly the entire force of the Illinois guard in control today. Springfield again is ruled by law and order. Fifty five hundred armed soldiers patrol the streets and the fever for blood has abated, temporarily at least, among the wild element which ruled the state capital for 48 hours. There has been comparatively little disturbance since the arrival of the 2nd infantry and the 1st cavalry, both of Chicago, whose adent has been heralded over the city and this went far toward bringing about a peace.

The most overt act of the night was an attempt to cut the fire alarm and telegraph wire at Seventh and Washington streets in the heart of the business district. With the wires down the city would have been practically at the mercy of the incendiaries who found that firing buildings in which the negroes lived, or maintained small businesses, the easjest way of keeping up the riot. The man who would have cut off the fire pro-tection of the city, was discovered on the roof of a building in the act of reaching for the wires. A half dozen shots from the troops who were on patrol in the square were aimed at him as he was climbing toward the wires. One bullet probably hit him, for he dropped to the roof of the building but made a success

To this attempt is added one to fire the negro section on the northwest side of the city which was prevented by prompt action of the fire department cooperating with a battallion of the first infenter.

A squad of infantry was despatched to Harvard park, a new suburb, just outside the city limits to the southeast, shortly before midnight. Several shots were fired, but so far as known nobody was injured. The troops returned to head-

quarters at the county jall.

The suburb is adjacent to the main shaft of the Central coal mine, where several negroes are employed. Through-out the night the headquarters of the brigade had frequent calls from frightened citizens who requested protection

The claim of George Richardson, the alleged attacker of Mrs. Hallam, and one of the negroes spirited out of Springfield before the rioting reached an acute stage, that he could prove an alibi in the accusation against him, is generally credit-ed here. It is said by reliable persons who have investigated the matter that not only Richardson's wife, but a number of his neighbors, white as well as col-ored, are prepared to swear that he was at home until late in the evening of the

night of the alleged outrage.
One more victim was added to th death list of Springfield's mob tonight, when G. W. Schott, succumbed to a gun-shot wound in the lungs, sustained Friday night. Schott's death brings the total fatalities to six and is the fourth chargeable to the disorder in the "black belt," near 12th and Madison streets. It was there that the hunted negroes made their stand, firing on the mob from win-dows and roofs. Another death is ex-pected momentarily. W. H. Bowe, chief clerk in the county treasurer's office, is slowly sinking from the effects of the bullet wound which he sustained at the ands of negroes on Friday night. His friends have warned the authorities that if "Bill" dies, he will have to be avenged and in that case there will be a re-doubling of vigilance by the troops.

"Wait till the troops go," is the word that has been passed around town and recognizing the strength of the undercurrent, states attorney and county ofcers are making every effort to turn ublic opinion towards law and order. To that end governor Dineen has been in conference with the officers of various civic bodies, including the chamber of commerce, the Springfield bar association and the evangelical ministers' as-sociation. Evidence is not lacking that many citizens that were known to have ortant evidence regarding the mob its leaders have been deterred from offering this to the state attorney because of the fear of violence made anany-mously against them. The riot would scarcely have been prevented and realization will come only after the guilty have been allowed to escape, is the opinion of the authorities. So the civic bodies are asked to urge all good citizens to reveal freely whatever testimony they may possess. Only the sheer weight of evidence is likely to break through the

local prejudice and secure the evidence The gathering of evidence began in earnest today. Policeman in plain clothes were sent to search the houses of prisoners and suspects and as a resu the police station looked like a general store tonight. Groceries, hardware, dry goods and shoes were recovered in great quantities, most of them bearing the

rice tags of the looted houses.

Many arrests followed today. Eight prisoners were crowded into the small cell room at the police station with only the cement floor available for sleeping. Five of the arrests made today are regarded as important by the police. It was in the homes of these men that most of the loot was found. A sixth person is being sought by the police who aver that when he is arrested all the ringleaders of the gathering will be in custody.

Roy Young, 22 years old, one of the risoners taken yesterday, has confessed to starting a number of fires, the police say. A search of his room revealed a quantity of new overalls, shoes, boy's shirts and other articles of apparel.

The absence of outbreaks last night and today set many citizens to discussing the possibility of an early evcuaation of the city by the troops. It is probably, however, that the military will remain until the special grand jury, summoned today completes its The former will not be added to, however, the 4,200 soldiers now encamped on the public squares and

chance for a mob to storm any point. The mobilization of the troops has been one of the most rapid ever made in the history of the state militia. Ten minutes after sheriff Werner had tol colonel Shands of the adjutant general sheriff Werner had told office, that soldiers were necessary, the Springfield companys had been ordered under arms. From then until dayreak this morning, when five troops of the first cavalry arrived from Chi cago, militimen have been pouring into the state capital from all quaarters of

CONCERNING LLOYDS.

Gambling Revelations Stirred Up England. Public opinion in England has be

stirred by the recent revelations of gambling at Lloyd's and the matter has even been brought up in the house of commons. It is high t.me some steps were taken to restore the reputation plainly besmirched, of one of the oldest commercial institutions in the rea m and to protect merchants from unwarrantable oss It is now known that eighteen persons who have been taking, individually or in groups, risks at Lloyd's upon a great variety of ventures—fire, marine and other—are unable to meet their obligations. Indeed, all the assets they are able to show do not, it is said, exceed the \$25,000 each they have to deposit with Lloyd's committee, while their responsibilities amount to two millions of dollars. Besides, under the rules of the mmittee, these aggregate deposits of \$450,000 are available only for payment of marine claims, while cuch of the ob-ligations here described consist of fire claims in the United States and else-The situation is intolerable. No com-

munity, much less an Anglo-Saxon one can endure to see an institution which should be so inviolable as insurance of property become the playground of reckess of impecunious speculators. It is related, as an instance of the irrational folly of these latter day underwriters at Cloyd's that a group of them accepted a \$1400 premium for guaranteeing, in the sum of \$2700 that it would not rain to the extent of a sixteenth of an inch at a certain race meet in New Jersey on July 4. Nor is the failure of these men a local matter only; they have been taking risks all over the world.

Quite clearly the committee at Lloyd's

must revise their rules and alter their procedure if the public is to be saved from unjustifiable loss. The line be-tween fair dealing and imposture has been approached too closely in some of these recent so called insurance trans-actions. The law officers should have something to say in a matter os such gravity. A trenchent article on the sub-ject appears in the Insurance Spectator of London, from which a paragraph is ubjoined:
"Lloyd's has now become a direct

mpetitor of fire insurance offices. In the United States this is particularly the case. In order more effectively to secure fire business, Lloyd's underwriters have entered on a rate cutting cam-paign in America, and make reckless bids for lines of fire hazard. No Britsh fire company can lower its rates in the United States with any hope of me ing claims. But here in London a coterie of men, who never publish a balance sheet, and give no account whatever of themselves, except that they constitute 'Lloyd's' can, and do, with impunity what regular traders are powerless to attempt. It is wholly incompatible with sound business principles that Lloyd's underwriters can accept enormous fire insurance liabilities on the strength of

a simple promise to pay."

The premiums taken in by these 18 names are reported to be close to five millions of dollars annually. This is as much as the whole of our Canadian fire insurance companies collectively receive in a year. A much larger number of names at Lloyd's than the 18 mentioned are reported doubtful, inasmuch as they will probably be unable to keep their current premium receipts ahead of in-evitable disbursements.—The Monetary Times.

BROWN-MOFFATT.

Greenwood Paper's Account of Marriage

of Two Nelson Residents. The Boundary Creek Times, Green-wood has the following account of the marriage last week in that city of two well known and very popular Nelson

residents:
The marriage of Miss Maud Louise Moffatt, daughter of Mr. and Mrs. R. J. Moffatt with Ronald L. Brown, of Nelson, took place at high noon on Wednesday in St. Columba's church, the ceremony being performed by Rev. M. D. McKee. In the absence of her father who was at the coast, the bride was given away by her brother, H. W. Moffatt of San Francisco, her bridesmaid being her sister, Miss L. C. Moffatt, of Spokane. The groom was attended by R. A. Simmons, of Vancou-

by Mrs. H. McCutcheon. The wedding was a quiet one, no invitations being issued here and no guests invited except the immediate prettily decorated with potted

Bride and groom left on the aftering to their home in Nelson where they will reside.

ENGLISH EMIGRATION.

Question Raised Whether Welcomed in the Dominion. LONDON, Aug. 20.—Moir has challenged Burn upon his return from Aus-

It transpires that while at Quebec. the cruiser Russell collided with the Venus. Fortunately, however, she struck a six inch gun square, which though destroyed, acted as a buffer and which so saved the cruiser great damage. The

Venus is now repairing.

The Morning Post in publishing a letter pointing out a hard case under the emigration law, refers to the impression abroad that Canada is pre-judiced against English emigrants. It streets, being sufficient to serve the lopes the dominion soon will be welcity so thoroughly that there is no coming an unlimited number thereof.

THE COMMON CARRIER

WILLIAM WHYTE'S INTERESTING MAGAZINE ARTICLE.

WHAT THE C. P. R. HAS DONE FOR THE WEST.

The Daily News has no apology to offer for taking the following story of Wm. Whyte from the pages of the last number f Canada West. Mr. Whyte chats in a imple conversational manner and for the benefit of our readers who have not seen the article, we give it in full herewith.

It is a self evident truth that the levelopment and prosperity of any coun try depends upon its transportation facil ities. Production without transportation is often impossible and always unprofitable; consequently the fertile Canadian prairies lay untilled, and the lead, the copper, the coal of the west remained undisturbed where a gene-ous providence placed them. The forests were choked and the fish multiplied in the myriad of lakes and rivers; and the great slience was broken only by shoulds of sportsmen. was broken only by shouts of sportsmen, the snapping of steel traps set by the Hudson's Bay trappers and the creaking of Red river cares. The Canadian west vas a sealed empire waiting the touch of steel rails to open its doors to the world. One would naturally suppose, there-

fore, that the Canadian government, fearful of discouraging railroad construction at a time when it was sorely needed, would have moved slowly in the matter of enacting a railway regulation measure which, in the United States, at least, would have been considered drastic. But the government saw clearly that, while additional transportation facilities were of vital importance, yet, at the same time the west, and, instead of resorting to dilatory tactics, it met the situation squarely, adopted the railway act; and, when the bill had gone into effect, the wisdom of the course which it had taken at once became apparent to all

Although it is not generally known, is, nevertheless, an established fac that no country in the world has so grea mileage per capita as Canada now has. Then, add to this the fact that contracts have been let for hundreds of miles of additional railway, consisting in part of eders which will such up and bring to the main lines the crops from the newly developed wheat regions—and you will nderstand that government regulation s not necessarily a fatal drag on a na-tion's railway prosperity.

Canadian railways are regulated by a oard of three commissioners, who are prointed for life. The chairman of the board receives an annual salary of \$10,000 and associate members, \$8000. The board is authorized to employ the services of xperienced railroad men as experts in e different branches of railro The commission is endowed with power that would make a citizen of the United States accustomed to the weak and in-effectual efforts of the interstate commerce commission, gasp with astonish The publicity recently accorded the af-

fairs of several large railways in the United States, as a result of the proceedings of the interstate commerce com-mission, has been the means of arousing considerable interest in all parts of Canada, and ,as a result, Canadians, ever on he outlook for improvements in all hings, have compared theid dominion railway act and the powers of their railway commission with the interstate commerce commission. The result of the emparison is interesting indeed. Whenever railway regulation, consid-

ered necessary for the public good in Canada, is adopted, there is no cry of confiscation" on the part of the railway companies; no much-mooted ques-tions as to the constitutionality of the act are raised, and no protracted and expensive legislation ensues. The au-thority of the board's members is plenact are raised, and no protracted and ions and orders may be made rules of any superior court. There is no appeal from their decision, unless the board itself grants an appeal, except on ques-tions of jurisdiction or to the governor general in council. It is to be noted in this connection that when the statute authorizing this board of commission-ers and defining their immense powers in railroad regulation was enacted, it was with the approval and co-operation of most of the Canadian roads. This statement will be pregnant with interest to citizens of the states who are familiar with the railroad situation in his own country. It is, nevertheless, true in every particular. The Canadian's characteristic respect for the law is pri-marily responsible for this most satisfactory result. All classes seem to in the sentiment: "It is the law; it must

be obeyed." The railroads realized at once that such action on the part of the dominion government could not fail to operate to the mutual benefit of the Canadian peofamily of the bride. The church was | ple and, in the end, to their own benefit. In one step Canada has accomplished what the United States has not been able to do in years of effort. The pownoon train, going by way of the Arrow ers of the railway commission under the lakes to Banff and Calgary and returnmore clearly defined than are those of the interstate commerce commission under the interstate commerce act, and, in comparison, the latter seems ridiculously weak and ineffectual. The power of the railway commission within its jurisdiction over the railways of Canada is absolute, and its duties and powers are set forth in the railway act. Such is not the case with the interstate commerce commission. It might be well to mention a few of the more important powers extended to the railway commission which the interstate commerc commission does not possess.

It possesses jurisdiction over telegraph or telephone lines operated by railway companies and all matters pertaining thereto. It can order the abolition of grade crossings where it considers them too dangerous to the community to be per-

mitted and can order the railways to

Summer Cottage Sites "Across the Lake"

Look at sketch below and "size it up for yourself." Can you imagine a better location for a Summer Cottage or a up? Only a short distance from Nelson, about 2½ miles from the city wharf.

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> A view of the city from each lot-50 feet of water frontage for each purchaser. APPLY FOR FURTHER PARTICULARS TO

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ings, or the installation of safety applies at level crossings.

It has the power to regulate the run-ning and operation of trains and can or der changes in schedules or operation of additional trains to give better service for the accommodation of business.

Railway companies must report to the board all cases of fatal or serious injury . All agreements for sale, lease, or amalgamation of railways must be approv-

ed by the board. The board may order the allotment or distribution of cars, where there may be questions of discrimination.

Railway companies must submit to the board plans of all branch lines, spurs, sidings or railways of any de-scription whatever, and the approval of the board must be obtained before the rk can be commenced. This app so to all works, bridges, etc., which the railways may desire to construct.

The board may order the construction of bridges over navigable rivers and the regulations respecting the construction of such bridges are included in the railway act. over claims against railway companies

at the same time it protects the railway companies from unjust claims. The board may determine what lands the railway companies may take with-out owner's consent for right of way, etc., and its authority extends to expriation proceedings of every de-

No railway may cross or joint another railway without the consent of

wers of directors of railways. It can fix either maximum or absolute All freight traffics have to be filed

with and receive the approval of the commission, which has the power to orer changes in them. No toll can be charged which unjustly discriminates between different localities. No greater toll can be charged for a shorter than for a longer haul unless, in the judgment of the commission special conditions make it necessary

Freight tariffs are governed by a classification which must receive the approval of the board. This insures unifor-The effect of this beneficient rate regulation on the commercial development of Canada cannot be over rated. Con-sider for one moment what this protec-

1. Equal rates for all. A guarantee that one section of the country will not be exploited to the detriment of another region equally endowed with natural re-

2. No secret rebates. An exemplification of the "live and let live" policy. The small producer is zealously protected and is afforded an equal chance on the same basis with wealthy corpora-

3. Government regulation of train schedules. An absolute assurance to the shipper that he can fulfil his con-In short, it may be said that the board

of railway commissioners has absolute control over all matters pertaining to the construction, operation and maintenance of railways, and in comparison the powers of the interstate commerce commission seem dwarfed almost to insignificance. It may be said also that not only does the dominion railway act which gave to the board of railway imssioners its life, protect the pub ic but it also protects the railway com-

For instance, a town where one railway is already located may desire the entrance into the town of another railway and may wish to grant a location to the entering road which might prove injurious to the first road. In such a case, the first road may appeal to the commission against this injustice, and the board has the power to compel the

Previous to 1881, the country lying est of Winnipeg had never heard the

whistle of a locomotive. Now, there are over 5000 miles of track in operation through a region which in 1906 produced nearly one hundred million busheds of wheat and which shipped—for export alone—some eight sand head of cattle.

The Canadian Pacific railway was of course the pioneer, throwing open to the world its last great we t, carrying on its work of construction and development in the face of obstacles which, in any other country, would have spelled failure for any enterprise; but this railway has won an empire from a wilderness and has turned defeat into a treness and has turned deteat into a fre-mendous success. Today, in a desperate effort to meet the requirements of the region through which it runs, this rall-way is building eight new branches. Its orders for rolling stock equipment last year amounted to \$11,808,751, and it spent in the west alone in the neigh-borhood of 20 millions of dollars in improvements and new works. The rail

way is indeed moving fast but the incoming settlers are moving faster.

In all that the road has done for the pbuilding of western Canada, it has had in mind the permanent prosperity of the settler. The plan has been to create every possible element of success in the way of transportation auxiliaries to sucful cultivation of the soil, harvest ing of the crop and converting it into cash. From colonization of the empty prairies to cultivation of profitable crops rallway without the consent of the consent of the consent of the rallway act defines the duties and converting them into cash, the policy of the road has been to co-operate with the incoming population to the best of its ability. It has gone far beyond the usual sphere of a transportation com-

Every possible co-operation is given to enable the settler to get the most pos-sible out of the soil. The dominion govsible out of the soil. The dominion government, the provincial governments and the railways each endeavor to bring to the cultivator of the soil definite information of seeds, methods of cultivation, care of crops, tc. Seeds are sought which are best for the soil and climate. These are brought in and given to the farmer almost without financial consideration. He is shown how to plant the eration. He is shown how to plant the seed and how to care for the ground. Special trains have been sent through the country with seeds and with instruc

Nothing is left to chance. Organized effort eliminates risk as nearly as the enormous resources at the disposal of the government and of the railroad, can accomplish it. The aim is to make profitable crops a certainty in western Canada. How enormous is the crop which the Canadian railways are working like beavers to handle may be realized when it is said that more than once last year the daily receipts of wheat at Winnipeg exceeded the combined daily receipts at Duluth, Minneapolis and Chicago. Next year the acreage under crop will be greatly increased and so the to-tal yield. Each year the golden stream of wheat flows wider and swifter and deeper down to the lakes and by the time the railways now under construc-tion are completed, there will be need of more; for, with all of this wonderful progress, the development of the Canadian west has just begun.

Is it any wonder, then, that thousands of men are being employed and millions of money being expended in the construction of new lines which will be needed to assist in the movement of the crop of 1908?

With the tremendous undeveloped na-

tural resources of Canada and the bless-ing i incident to railway regulations such as these, there can be found no better field for capital seeking invertment. Per-haps the fairest indication of hearty co-

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140 Page Catalogue Free Office, Greenhouses and Seedhouse: 3010 Westminster Road. VANCOUVER, B. C.

CONDITION OF CEMETERY

ERAL PUBLIC.

SPECIAL COMMITTEE OF COUNCIL INVESTIGATE.

A special committee of the city council aldermen Stead and Kerr, accompanied by the city engineer and Geo. Johnstone, representing the Masonic fraternity and thermore there was a fee of \$5 for who is also a warden of St. Saviour's grave dug, it being stated there we representing the Masonic fraternity and church, and also George Horstead, representing the Oddfellows, went up to the city cemetery last evening in order to investigate the conditions of the grounds in view of a number of complaints which had reached the city office of the disgraceful state in which it was alleged they had been kept recently. On reaching the cemetery it was im-

was alleged they had been kept recently.
On reaching the cemetery it was immediately apparent that in only one portion of the grounds, that divided out among four friendly societies, the Masons, Oddfellows, Knights of Pythias and Eagles, was there any semblance of order. The whole cemetery is on a hillside and has never been properly staked off into lots, although surveyed, so that the boundaries of any lot could not be by any means readily determined. Hence any means readily determined. Hence the monuments are not in order. There are supposed to be roadways laid out and several are in existence, grass grown and ungraded. There are practically no paths. The lower part of the ground, that possessed by the fraternal societies, has been levelled off, before graves were allowed to be dug. There is also some appearance of order in the ground belonging to the Church of England, but that of the Roman Catholics is very rough while the main burying ground cannot pretend to have any order what-soever. Bush is still growing over a part of it, the ground is ungraded and s so rough that it would be impossible to keep the grass smoothly cut. There are no ornamental trees or shrubberies anywhere planted and any shade there exists comes from the confers and cotonwoods, indigenous growth, left stand-

Even on the levelled, graded and sodded portions of the ground possessed by the fraternal societies, the grass has topped growing and most of it is burned up. Gophers are making the graves their happy hunting grounds and their burrows may be seen in all directions. Shrubbery or flowering plants on graves are not looking well, being dead in many slaces, withered up or choked with weeds in others. Enquiry of the caretaker elicited the

fact that the water supply was entirely inadequate. There was not a sufficient

force of water to keep the grass wet, especially in view of the drought of the last four weeks. This seemed probable ler in use was revolving, only throw-ing its spray a few feet.

The city cond-

Here Is a

Chance to

Get a

Choice

At a

Terms

Arranged

Reason-

able Price

Location

The city engineer stated that undoubtedly the water supply had little head and probably it would be necessary to put in a 4-inch main, possibly even a 6-inch, to irrigate the amount of ground that was opened up. This might cost anywhere from \$500 to \$1000. A further outlay would be necessary to grade the anywhere from \$500 to \$1000. A further outlay would be necessary to grade the main roads which, however, afterwards could be cindered at an almost nominal cost. To smooth away the inequalities in the main burying ground would also require a large sum of money. The fraternal societies would probably contribute to the expense of additional water. On the other hand it was maintained that in previous years, notably 1905. On the other hand it was maintained that in previous years, notably 1905, there had been an even more prolonged period of drought and yet the grass had been preserved green. That, however, it was admitted, was at a time when the same extent of ground had not to be covered although there had been but liftle difference. It was evident that just now the force of water was not sufficient. the difference. It was evident that just now the force of wa'er was not sufficient to keep two sprinklers going. Attention was drawn to the fact that the caretaker, D. McCuaig, had recently been engaged in a contract for putting up a telephone just at a time when his services were most in request at the cemetery.

This brought up the question of re-muneration which elicited from the fra-ternal societies that they were paying to the caretaker personally \$55 a month for six months in the year and the city was paying \$35 for 12 months in the year, providing a house, fuel for the cutting, and water for the drawing. Fur-thermore there was a fee of \$5 for each interments per annum.

cieties desire that the city should take the money now paid by them to the care-taker, money that they have given him notice they will not pay any longer to him after the end of the current month, and let the city dispense it how it will. They point out that they cannot appoint another caretaker themselves irrespective of the city caretaker, as he will be at so great a disadvantage in many respects that he would neither want nor could he hold the job.

The whole question will be brought up at the next meeting of the city council at which the caretaker has been notified to attend and at which the friendly societies will also be represented.

CASTRO NOW IN TROUBLE

UNITED STATES NOT LIKELY TO INTERFERE.

HOLLAND QUITE CAPABLE OF AT-TENDING TO HIS CASE.

THE HAGUE, Aug. 21.—Holland's action against Venezuela and the text of her note to president Castro will depend largety upon the report of M. Dreus, former Dutch minister to Venezuela, who recently was expelled by president Castro, makes to the government.

was expelled by president Castro, makes to the government. He is expected to arrive here next Monday. N. Swinderne, minister of foreign affairs will consult with M. Dreus before the government takes further steps in the matter. The ex-minister's arrival is eagerly awaited here. The press and public of the Netherlands take the Venezuelan affair most calmid take the Venezuelan affair most calmid acxpress pleasure at the possibility of seeing active service. The government, however, thinks there is yet a chance that the difficulty may be patched up by diplomacy. A blockade of the Venezuelan coast, if it is undertaken, will not be begun for some time because the adoption of punitive measures will depend upon the tenor of president Castro's reply to Holland's representations.