SUNDAY BASEBALL.

The people of Victoria are not by any means narrow or illiberal in their views on matters which may for convenience sake be considered religious or sectarian. They tolerate a good deal that would not be permitted in many parts of Canada, and hold that it is the privilege of the individual to spend Sunday in the manner which he believes will leave him in the best physical and mental condition to face the labors of the six working days. But, with all our breadth and toleration, the announcement that we are to be privileged to behold Sunday games of baseball, played by teams of hirelings for the general delectation, will be received with a distinct shock. We are aware that logically the course of the management can hardly be successfully assailed. It would be absurd to attempt to stop the running of railway trains because a certain part of the population takes advantage of the means of transportation to spend the first day of the week in fishing or in any other form of healthful recreation. If another portion of the populace prefers to spend a part of the day looking at a baseball match, conducts itself with propriety, and does not make itself a nuisance in the neighborhood of the grounds, we suppose its rights must not be interfered with. But we say the act of playing games of baseball upon the day of rest will prove a serious offence to the sentiment of the greater part of the community. We believe the management is making a mistake in adopting such a course. The proof of that fact must be applied by the public in withholding its patronage. If the public approves Sunday games of baseball will be established and permanent institutions. And many who would not deny the public any of the enjoyments of life will sincerely grieve thereat. It will be a distinct indictation that we are casting behind us some cherished beliefs that were, perhaps mistakenly, regarded as the bulwarks of the Empire.

THE G. T. P.

The Grand Trunk Pacific Railway Bill has been read a third time in the Canadian House of Commons, will immediately receive the endorsation of the Governor-General and become law, and the actual work of construction on the line which will revolutionize conditions in Canada will undoubtedly begin without delay.

The Conservative party has not added to its prestige by its attitude to the great undertaking. Its course has certainly not been such as to prove to the people of Canada that the leader of the party is worthy of confidence or fitted to occupy the high position of Premier of the country.

After making every possible allowance for the fact that it is the recognized duty of a leader of an opposition to oppose and for the additional fact that the bargain made by the government with the Grand Trunk Pacific Company on behalf of the country left but little opportunity for real criticism, it remains undeniable that the vacillating and twisting and squirming course of the leader of the opposition has been a surprise to all who believed him to be a man of political discernment, of strong will and of determined purpose.

First Mr. Borden contended that the old line of the Grand Trunk should be continued to the coast. He found out that a proposition with that object in view had already been submitted to the government and summarily rejected. Mr. Hays submitted terms of very much the same character as those accorded the Canadian Pacific Railway by a former Canadian government. The conditions proposed by the manager of the Grand Trunk were in many respects far less exacting than those under which the first transcontinental line was built. He asked that the company be granted a bonus of $6,400 a mile and five thousand acres of land per mile, that all materials used in the construction should be admitted free of duty if not obtainable in Canada as cheap as elsewhere. That the road should be forever free from taxation by the Dominion or by any province or by any municipality, and that the land grant should be free from taxes for twenty years from date of grant, unless sold. The total value of the subsidies asked was in the neighborhood of fifty millions of dollars. Compared with the C. P. R.'s twenty-five millions of dollars in cash and twenty-five million acres of land, with a large portion of line already constructed, the whole variously estimated at values anywhere between seventy and one hundred and fifty millions of dollars, the request of Mr. Hays did not seem beyond all reason. Possibly if Mr. Borden had been at the head of the government he might have considered the proposal a very advantageous one for the country. But he found out in time that Sir Wilfrid Laurier on behalf of the administration had rejected without hesitation the plan of the old Grand Trunk Company. A bargain that was good enough for Canada in the opinion of the Conservative party twenty-five years ago, even with marked modifications, was not considered favorably by a Liberal government of the present day.

If the terms in other respects had been satisfactory, there remained the insuperable objection that the line was not to be an all-Canadian one. Its eastern terminus was to be in the United States. The concessions asked for would to a considerable extent be applied for the benefit of certain section of the United States. The people of Canada have subsidized many lines, including the Grand Trunk, which give better terms to citizens of the United States than they do to the people of Canada. But there is an end to that sort of thing now.

Mr. Borden was a trifle slow in finding out that the plan he suggested had already been rejected by the government. When he did find it out he lost no time in making a running switch to the line of government ownership. The bargain made by the ministry was so advantageous that it left him no alternative. There was not sufficient ground left midway for the leader of the opposition to plant his feet upon. So he went in for the extension of the Intercolonial to some indefinite point, and finally for government ownership of the whole line.

And there he and his party stand today, although it is but a few months since they were vehemently declaiming against the addition of a few miles to the state railway. They could not think of assenting to its extension to Montreal, although it was pointed out that it was a hopeless task to make a railway pay expenses that began in the country districts of Quebec instead of in one of the great centres of population. It is an involuntary tribute to the excellence of the bargain made by the government that the opposition can find no middle ground between it and public ownership. But imagine the efforts of a man like Mr. Haggart, who as Minister of Railways could not manage a line a few hundred miles in extent through a settled country without incurring annual deficits of from a half to three quarters of a million—consider the probable cost to the country of such a man directing the affairs of a line thousands of miles in length, built for the greater part through new territory. The present revenue of the Dominion would not be sufficient to cover up his deficits.

THE MEXICAN LINE.

It was scarcely necessary that any assurance should be sent from Ottawa that Victoria would be one of the ports of call for ships of the subsidized line to Mexico. No business man or any other man of common sense in this city ever had any doubts upon the subject. The object of the scheme is to extend the business of the country. Obviously, therefore, business will be accepted wherever it is to be found.

There will be no occasion for the valiant Thomas Earle, M. P., to take the floor of the House and keep it until he has wrested from the Ministers a pledge that the claims of Victoria shall not be overlooked. When we think of the days when the Tories were all powerful at Ottawa, when Mr. Earle and Colonel Prior were the stalwart representatives of this constituency in the House of Commons, and when nothing could be done to convince the C. P. R. that the waters in the neighborhood of the outer docks were deep enough to float the Empresses or any of the other ships of the company, we cannot but think of the change that has taken place, not only in the political situation, but in the attitude of the transportation company. There is nothing afloat than cannot make its way into the harbor now. The representatives of Victoria have succeeded in effecting a change in the attitude of the C. P. R., and there is now no difficulty in securing justice for the city. The company that secures the subsidy will bring its ships into Victoria harbor.

The Made in Canada Fair has been an exceptionally successful institution. We think we are quite safe in assuming that it has taken in a good many dollars, and that not one dollar or any fraction thereof was rejected because it was not made in Canada. The ladies are to be congratulated on the possession of much energy, on the wise direction of that energy and on the benevolent purposes to which the product of the energy is to be applied.

FISH AND GAME.

The people who stand afar off and scoff at the propensity of Victorians for the formation of clubs and associations for divers purposes must now confess that some of the institutions "in our midst" are doing useful work. There are sceptics who will contend that the fish ladders put in the outlet of Shawnigan Lake by the Fish Game Club for the purpose of affording communication with the sea and with the lake served no good purpose while they existed, while the fact that they were washed away by the first freshet proved the incompetency of the club's officers. But what about the steelhead trout that was captured in the lake? How did he manage to put temptation behind him for so many years and refuse to take the millions of hooks that were invitingly dangled before his eyes? We submit that he must have been a stranger in strange waters or he would never have been taken in. We may account for the exceptionally large trout that have been captured this season by saying that they have been there all the time awaiting the fulfilment of the decrees of predestination. But the steelhead is an entirely different kind of "proposition." If any of his tribe had been in Shawnigan Lake at any time within the last twenty years they would have been lured to destruction by the cunningly-manipulated "flees" of Jock Robertson or some other devotee of the gentle art. And so the conclusion is irresistible that the aims and intents of the Fish and Game Club are well directed even if a mistake has been made in methods. The officers of the club are gathering wisdom in the fruits of experience.

And we must point out here that the officers and members of the club have done more than build the fish ladders which were carried out of the outlet to Shawnigan Lake. They pointed out to Senator Templeman that many of the lakes in this neighborhood which once furnished magnificent sport to anglers had been sadly denuded of fish, and that if the officials at the hatcheries were told to furnish a supply of fry they would be doing a good service to fishermen. The suggestion was promptly acted upon. At the present time there are about two hundred and fifty thousand young trout ready for distribution. They will be divided as fairly as possible among the neighboring lakes. In addition, dealers in game have been taught that it is a costly business to offend against the law, destroyers of grouse have been deprived of a market for their contraband goods, and in general sportsmen will receive the benefits of the statutes which were meant to be enforced. The officers of the club receive no other reward than the approving consciousness of laboring in a worthy cause. Therefore we submit the Fish and Game Club deserves acknowledgment for the good it has done in the past and encouragement in its efforts for the future.

PAMPERING THE YOUNG.

Would the Victoria opponents of public schools believe that there are actually places in Canada which not only give free tuition to all children of the state, but also supply free school books? Yes; they even go farther than that: They have museums and picture galleries, where the fresh mind and budding intelligence may take delight in the contemplation of the wonderful creations of nature and of human genius. Would it be believed that there are actually school grounds in which aquaria are built, with fish swimming therein? All this at the public expense. More extraordinary still; there has never been a word of objection raised to this extravagance. The people in some places seem to think that the chief end of life is to live and that the richer and more abundant they can make the lives of future generations the greater the blessings they will confer. Most extraordinary of all: A growing number of the rich men (not in British Columbia) are not satisfied with the contributions they are called upon by the state to contribute to the cause of education; some of them have given millions voluntarily. We do not know what the outcome will be if that sort of thing should continue. Perhaps the West may become affected and ruefully open its purse strings, only to discover that it is a blessed thing to contribute to a good cause. And look what they are doing in Germany, although the Socialists have not gained control there yet. In a recent report to his government, Mr. Warner, United States consul at Leipsig, observes that in twenty-one of the larger German cities free dinners are provided at the public schools for children needing additional nutriment. With the exception of Berlin, Bremen, Brunswick and Nuremberg, not only the poor, but the sick and infirm children were also given breakfast. In Madgeburg, food is only supplied in very hard winters. In Dresden, Munich, Stettin and Strasburg the children are supplied with dinners, and it is proposed in Munich to furnish breakfast also. In Hamburg well cooked, satisfying dinners are provided for the school children at a cost of $6,640 a year. In the cities of Brunswick, Breslau, Cologne, Kiel, Posen and Nuremberg both breakfast and dinner are provided. In Breslau, Charlottenburg, Dusseldorf, Halle, Mannheim and Madgeburg the food is distributed by public institutions, while in the other towns it is furnished by charitable societies.

WHAT THE COUNTRY GETS.

If the Dominion Parliament be dissolved this year, the opposition will probably rest its case almost entirely upon its hostility to the construction of the Grand Trunk Pacific Railway. Preposterous estimates of the cost to the country of the line have been published in the Conservative press. It is claimed that the aggregate amount of public liability will be in the neighborhood of a hundred and fifty millions of dollars! The effect of such silly exaggeration cannot be otherwise than harmful to the cause of the opposition. The voters of Canada are of age. They are neither children nor fools.

The amount of liability that will be incurred on account of the mountain section of the line will be a guarantee of interest for a limited time on three-quarters of the cost. There is a guarantee of interest on a fraction of the cost of the prairie section under similar conditions, a guarantee which will involve no liability if the sanguine statements of the opposition be realized. The cost to the country of the section of the road from Moncton to Winnipeg will be exactly the interest for seven years on the capital expended on its construction. At the end of that time the company will pay the people 3 per cent. on the capital outlay on a property which will belong to the country for all time and will constantly increase in value. As an asset this property will be worth more than its capital cost. It is estimated that the total cost to the people will not be more than fifteen millions of dollars. But even if it should exceed that amount, what will the country have gained in comparison with the bargain made by the party which is now so violent in its denunciation? The Toronto Star points out that only a small part of the story of the two great transcontinental bargains has been told when the cost of the Canadian Pacific to the country has been contrasted with the proposed cost of the Grand Trunk Pacific. It is not all a question of cost. What the country gets in each case for its assistance is quite as important a part of the bargain. The country paid ten dollars to the Canadian Pacific for every one dollar it will pay to the Grand Trunk Pacific, and yet it will get very much more for its one dollar than it got for its ten. Then, although the country paid ten times as much for the C. P. R. as it will for the G. T. P., it did not own a mile of its railway when it was built. But it will own every mile of the G. T. P. between Winnipeg and Moncton. The C. P. R. was a government-assisted bulwark of the private ownership of railways; the G. T. P. will be a daring experiment in government ownership of railways. The C. P. R. was given a practical monopoly of the West, which had subsequently to be bought out. The G. T. P. will bring additional competition to the West unencumbered by a single monopolistic feature. The C. P. R. was even exempted from taxation, but the G. T. P. will enjoy no such exemption. It enters the West under no panoply of privilege, but simply as a free competitor on even terms with every other railway in the country. The C. P. R. was given practically unlimited power over its own freight and passenger rates, unchecked by government control. The rates of the G. T. P. will be under the control of the Railway Commission. This single difference will entirely change the attitude of the people of the West toward the two railways. The C. P. R. has been an autocrat which the Western shippers had to propitiate, but which they could never curb. The G. T. P. will be under political restraint, and amenable to the reasonable demands of the grain exporters of the prairies.

THE INVINCIBLE JAPS.

The world has been impatiently waiting for proof of Japanese mettle and military capacity. The test has been applied, and the Oriental has not been found wanting.

In the battle of Kinchou the Jap went about his business with the method and caution of an old campaigner. He calmly studied the position of his enemy, found out the extent of his resources, the strength of his defences and of his forces, decided that to dislodge the Russian was possible, and with a coolness, daring, pertinacity and stubbornness such as could not be excelled by a picked army of Europeans, he went in and proved that his judgment was not at fault.

The triumph of Kinchou was undoubtedly a costly one for the Japanese. But it was probably just as expensive in men to the Russians, while it is impossible to estimate what it will cost them in prestige. The encounters the soldiers of the Czar have had with the forces of the Mikado have produced results which cannot but have a fateful influence upon all future actions. If the big white men of the frozen north have hitherto in their hearts despised their diminutive, swarthy enemies, there is a strong probability that now they have a wholesome and real respect for their prowess as warriors.

If Japanese generals have had but limited experience in scientific warfare and strategy, they are either very strongly imbued with the "martial instinct" or they have drunk deep at the fountains of knowledge which are to be found in the pages of history. The Japanese leaders appear to be as sagacious as their soldiers are brave and fearless in the face of death.

It was feared that in the flush of repeated successes upon the water the officers of the Japanese land forces might be led into injudicious acts which would prove disastrous. To smash a horde of unorganized and ill-directed Chinamen was quite a different undertaking from encountering a disciplined army of the best fighting men in Europe, it was said. However, the Japanese have not been rash. They have been conspicuously careful and methodical. They have carried out the plans outlined for them by their generals as unrelentingly and as surely and as unwaveringly as the forces of nature obey the mandates of the great law-giver.

The final outcome of the war is probably quite as uncertain as ever. Competent authorities are yet convinced that the Russians cannot be beaten. But competent authorities are not now, nor have they ever been, infallible. The Japanese have proven themselves redoubtable warriors on sea and on land. They will take Port Arthur and they will destroy Russia's naval power on the Pacific. Yet a little while and they will have gained all they contended for in their dispute with Russia. When they have attained the goal, he is a profound foreteller of events who can predict what will follow. One thing alone is certain: On this occasion the Japanese will not be shorn of the fruits of victory. Even if the contest should be nominally a draw through the exhaustion of both parties to the strife, it would still be a victory for the Asiatics. They have already established the claims of their country to future consideration as one of the great world powers.

"And the Liberals sat down utterly discomfited!" Incredible! Why, those Tories are regular Japanese to fight! We hope they will not carry their triumphs outside of the House. They might win the general elections they dread so much and which the Tuppers are so sure they will lose that Sir Hibbert will not take steps to secure an office. From our reading of the published reports of the proceedings of the House we were led to believe that Borden was bringing confusion upon the heads of his followers by his weakness and vacillation as a leader. He has changed his attitude towards the Grand Trunk Pacific so often that no one knows definitely whether he favors the extension of the Intercolonial, the construction of a complete new line or a bonus to the Grand Trunk to extend its present system into the prairies. We fear the stories the Colonist correspondent sends from Ottawa are just as unreliable as ever. He had better stick to childish tales about the Mexican steamers not calling at Victoria and the determination of the Grits not to grant British Columbia justice in the matter of the construction of Grand Trunk Pacific Railway. They are not the products of a correspondent of large calibre. And, by the way, we observe that our contemporary has not detected the lie sent it about the Mexican steamships. In its own dull style it calls upon the intrepid Earle to step into the arena and compel the government to do its duty by this constituency! We fear we shall never have the privilege of beholding the like again: The newspaper, the correspondent and the representative! A wonderful trio, but absolutely unreliable.

* * *

The provincial government, which in the sacred cause of Toryism compelled the city council of Phoenix to resign as a protest against the iniquitous doings of its police commissioners, has decided to make an attempt to fill the places of the aldermen who resigned. It is claimed that that will be an impossibility, as the people are determined that they will not condone the acts which have been done by the agents of McBride. They say the officials must be deposed. As an evidence of its repentance the government has sent an agent up to inquire into the facts of the case and turn in a report.

SOOKE WATER.

To the Editor:—I don't consider I was the first to rush into print about Sooke water, nor can I consult all the authorities your correspondent, "Citizen," gives.

I cannot introduce him to my informant as "to the city having a first right to the water." He says to me it has and I at present believe him. But that won't much matter. The applicants have no claim whatever. Water rights are not like blackberries in the season, where you can pick a few and plenty are left. I believe if the city wants the water they will get it. It would take, perhaps, a couple of years to bring water to the city. But meantime we could use and sell power, which would go a good way towards paying interest at all events, and assist in cost of boring through the mountain. The water may not require to be conveyed in pipes for a good part of the way. But these are all questions for experts.

The water power is a valuable asset and belongs to the province, or, if claimed, to the city; and it ought not to be parted with without a consideration. Sell it by lease or otherwise. Both the province and the city want money.

To wait ten years for Goldstream water may be the old story—Point Ellice bridge over again.

My attention was called to this matter through the very frequent paragraphs in the Colonist about the danger from gas. Some of these seemed to me as unfair, as if it had been stated that four men were killed by electric wires in New York, while there had been only four criminals executed. Mr. Thomson tells me in 42 years they have never had a fatal accident, nor disabled a man. Our electric friends do protest too much about the safety of electricity.

The insurance companies talk of raising their rates, so we are all interested. The fire bells are ringing while I write. They give short notice.

F. ANGUS.

May 27th, 1904.

THE HARDY BAY TRAIL.

To the Editor:—The trail between Hardy Bay and Quatsino Sound will be used by a great many persons during the present season. Certain improvements should be made on the trail at once. There are about thirty large trees that have fallen across the trail that should be removed. In thirty or forty places bridges or "corduroy" should be employed to span soft spots, where one sinks eight or ten inches in the black muck. Four or five hundred dollars judicially expended would make the ten-mile trail much easier to cross than at present.

There is a wharf at Hardy Bay and a very fair hotel, where one can get a meal and bed.

MINER.

Victoria, May 26th.

THE MELROSE COMPANY.

Business of Robt. Lettice Has Been Purchased By J. W. Mellor & Co.

A deal of considerable importance was consummated Friday, the firm of J. W. Mellor & Co. purchasing the business of Robt. Lettice. The two establishments, having now become one, will be known as the Melrose Company. It has been decided to make the Lettice branch an entirely separate department, to take in hand house painting and decorating work. Robt. Lettice will have charge.

This, it is pointed out, will involve no change in the management. The personnel of the board of directors will be the same as previously, and the only difference will be that the scope of the business will be enlarged to some extent.

Cleaning out the flues of most furnaces is so difficult and complicated that only an expert can do it, and experts' services usually come high.

The flues in the Sunshine Furnace can be cleaned from two different clean-out doors and from the feed-door, so that there is no part of the flues which is not easily reached.

A special brush for this purpose is always supplied, and the operation is so simple that a boy can perform it.

The whole Sunshine Furnace construction is on the same plan of simplicity.

Sold by all enterprising dealers. Write for booklet.

McClary's

LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, N.B.

SUDDEN DEATH OF ATHENIAN PASSENGER

Succumbed to an Attack of Malignant Smallpox Shortly After Arrival of Steamer at Vancouver.

(From Friday's Daily.)

Dr. Fagan, secretary of the provincial board of health, is in Vancouver investigating a serious case of sickness which developed aboard the steamer Athenian and which early on Wedensday morning culminated in death. The patient was a man named Jenkins, a second class passenger, who had come from Hongkong. His illness has been diagnosed as that of black smallpox, a most malignant malady, which, according to medical authority, strikes a person very suddenly with few, if any, premonitory symptoms.

Thus it was that the ship successfully passed William Head quarantine station, where she was inspected on Monday evening by the Dominion quarantine officer's assistant, Dr. Anderson. The vessel afterwards came in to the outer wharf, where she landed Victoria mails and passengers. There were in all 40 first class passengers, 31 second class, 9 Chinese and 69 Japanese.

At William Head the passengers were subjected to the usual inspection, but at that time it was not known that there was sickness aboard. It was while on the voyage to Vancouver that the disease developed. The patient took suddenly ill, and his condition continued to grow worse. Whether the passenger contracted the sickness aboard or previous to embarking, is a matter which the health authorities will pay attention. It is known that there was smallpox aboard in the earlier stages of the voyage. A case broke out after leaving Nagasaki and was landed at Kobe, where the ship was thoroughly fumigated by the Japanese authorities. Since the time of her departure from that port however, 18 days elapsed, and as no further sickness manifested itself during the ocean run there was seemingly no reason under the quarantine regulations for detaining the Athenian.

The C. P. R. Steamship Company have always shown a strong disposition to guard against the introduction of contagious diseases and have often sacrificed business interests in order that their Oriental fleet might always keep out of quarantine troubles. In this case therefore the officers of the ship, it is believed, were entirely ignorant of the sickness until after leaving this port.

Jenkins had been suffering from constitutional disease of long standing, for which the ship's surgeon had been treating him. He was addicted to strong drink and had been under the influence of liquor during the greater part of the voyage. Therefore doctors say he was a poor subject to withstand the ravages of the disease when it took hold of him, and was dying as the rash developed. At Vancouver a medical man was called in and ordered him to a hospital, neither he or the ship's surgeon at that time believing that there was anything of a contagious nature in the case. At William Head he was examined, but there was nothing to indicate that he was suffering from anything more than his old complaint and the effects of liquor. His temperature was normal and there was no indication of any smallpox rash.

The smallpox patient landed at Kobe was a Chinese fireman, and he died soon after being landed.

(From Saturday's Daily.)

Confirmation of the news published in last evening's Times of a case of black smallpox having been discovered on board the C.P.R. steamer Athenian after her arrival at Vancouver on Tuesday morning has been obtained. The steamer, according to instructions issued by quarantine officers at the Terminal City, returned to William Head early this morning, where she is to-day undergoing a thorough fumigation. All her crew are aboard, they having been vaccinated. The passengers, of whom there were probably 150, are scattered far and wide. Whether any attempt will be made to locate any number of them could not be learned this morning. Every effort will be made to stamp out disease germs which may linger in the hold of the ship, and then it is probable that the steamer will be released. That smallpox should have been found on her so long after the ship had been quarantined at Kobe shows how careful the authorities have to be in carrying out an inspection after once disease has broken out aboard.

The victim was a Chinese member of the crew, a fireman, whose illness was detected soon after the Athenian left Nagasaki. On arrival at Kobe the man was landed and soon succumbed. It is believed that he died of black smallpox, as death resulted very suddenly.

Jenkins, the patient who died at Vancouver, had been in a delicate state of health, and having come from Hongkong, possibly contracted the disease on board, although symptoms of it did not manifest themselves until after the steamer left this port for Vancouver. Fellow passengers were allowed to land as usual when the Athenian reached the Terminal City and after a medical consultation Jenkins was removed to a hospital, where his death took place shortly afterwards.

The Athenian is the only steamer now in quarantine. The Nell, which had been at the station during the early part of the week, was allowed to sail yesterday morning. Dr. McNeill was taken on at the outer wharf, and is making the trip as a matter of precaution to see that no further sickness breaks out during the run north. If any makes its appearance the Nell will be held under quarantine. Otherwise if all is well on her arrival on the Skeena the steamer will be allowed to re-enter service.

THE SUPREME COURT.

British Columbia Cases Now Being Heard at Ottawa.

Ottawa, May 27.—In the Supreme court yesterday arguments were concluded in Letourneau vs. Carbonneau and judgment was reserved.

Clark vs. the City of Vancouver was then taken up. This action was by the assignee of J. Clarke for declaration that about seven acres given by him in 1889 for a park should be held by the city as trustee and then conveyed to the assignee on account of failure on the part of the city to perform the conditions and trusts undertaken at the time of the gift to clear off and level, according to contour, and maintain a park for athletic sports, fairs and other similar purposes. At the trial Mr. Justice Martin held that except for a mistake as to one of the boundaries, which left one-quarter acre out, the city had substantially complied with the agreement. The Full court affirmed his judgment, dismissing the action, principally on the ground that the right of re-entry for breach was not assignable. Judgment was reserved.

TANANA GOLD FIELDS.

Horses and Dogs Killed for Food—Supplies En Route From Dawson.

Tacoma, May 27.—Miners on the Tanana river and its tributaries have resorted to steaks of horse and dog meat during the last few weeks while awaiting the arrival of supplies. Staples have been very short all the winter on the Tanana. Early in May flour was $40 per hundred, and oats 25 cents a pound. At Fairbanks, ham, bacon, sugar, rice and lard very often ran entirely out. Some dogs were first killed to save them from dying of starvation. Later meat became so scarce that dogs and horses were killed for food pending the arrival of supplies now en route from Dawson by steamer. The Tanana district will produce $2,000,000 gold this season by primitive methods. The introduction of machinery will greatly increase the output.

FOR HOME DEFENCE.

Royal Commission Practically Recommends Conscription for Volunteer and Militia Forces.

London, May 27.—The report of the royal commission on the volunteer and militia forces practically recommends conscription as the only means of providing a home defence army adequate for the protection of the country in the absence of regular troops. The commissioners are of the opinion that the principle adopted by all of the other great European states must be largely adopted by Great Britain, and that it is the duty of every able-bodied citizen to be trained for national defence.

VICTORIA PORT OF CALL.

Ottawa, May 26.—In the preliminary agreement made between Canada and Mexico in connection with the steamship service for which tenders are being called, it is provided that Victoria or any other port where business offers will be a port of call for the vessels of the line. This provision of the agreement will also be inserted in the contract with the steamship company.