New Railway To the Pacific

Discussed By Board of Trade at Quarterly Meeting Held Yesterday.

Senator Macdonald Tells Why He Is Not in Favor of the Road.

The Board of Trade held its quarterly meeting last night, with the president, S. J. Pitts, in the chair, and less than a score present. The secretary read a letter from D. W. Higgins, which read:

F. Elworthy, Esq., Secy. of Board of Trade, Victoria, B. C.

Dear Sir,—I find that I shall be unable to attend the meeting of the Board tonight. I was particularly desirous of being present because of the important character of the business which I understand will be brought before the meeting. If I may be permitted to do so I desire to place on record my opinion with respect to two matters of considerable importance that seem to require the attention of the Board.

I trust that in any action which may be taken tonight respecting the Grand Trunk Pacific railway there will be an avoidance of even the semblance of interfering in the political contest now being waged at Ottawa. Nothing would tend in my opinion to weaken our influence so much should an impression go out that the Board is being run on political lines. A bald expression of opinion in favor of a second trans-continental line, work upon which should be begun simultaneously on the Pacific and Atlantic ends, would be productive of good and the Board could not be charged with favoring either the Liberal or Conservative policy with respect to railway construction.

A question that deeply concerns the welfare and security of the British Pacific coast in the event of a sudden precipitation of hostilities between the Mother Country and a foreign power is the proposal to reduce our naval force on this station to a commodore's command. This means a reduction in the number of warships and in the official staff at Esquimalt and a general weakening in our means of defence. The decision if carried into effect, will be all the more to be deplored because of the fact that the Australian and New Zealand forces are being augmented by additional ships and heavier armaments.

For more than fifty years Esquimalt has been an Admiral's station, and I think that the proposition to reduce our status and means of defence is a matter which might well be considered by the Board tonight. I venture to hope that a committee will be appointed to adopt an address to the Home and Canadian governments, or to both governments, drawing attention to the contemplated reduction and asking that for the protection of Imperial and Dominion interests the force in this locality be rather strengthened than reduced.

D. W. HIGGINS.

The secretary of the Department of Trade and Commerce at Ottawa, wrote as follows:

Dear Sir,—Will you be good enough to make it known to the members of your Board that upon application to the Department of Trade and Commerce, they will be furnished, free, with the Monthly Reports of this Department.

These reports contain much valuable information pertaining to all matters of trade. Reports from the commercial agents for Canada are also printed each month, setting forth the opportunities for Canadian exporters. The reports also contain interesting charts showing the tremendous growth of various lines of trade of Canada.

Senator Macdonald, who had been invited to attend, was asked to address the board on the matter of the Grand Trunk Pacific road.

Firstly though, he delivered a few remarks on the subject of the proposed reduction of the naval station at Esquimalt to a commodore's command. He thought the Dominion government was at present under a cloud, as it were, in not coming forward, as did Australia and New Zealand, to contribute part of the expense of the defence of the country. The navy had been stationed at Esquimalt for fifty years past, and had been of great help in the past, especially in the days of the Indian attack, when the navy rendered much service. The Admiralty was continually changing. New men were in office now, and they had new ideas, one of which was economy, and whatever the outcome, he thought that recommendations from the House of Assembly and Board of Trade to the Imperial government could do no harm. The Dominion government would probably say that they could not ask the Admiralty for anything, as Canada was not contributing to the support of the navy. He had heard when last in the Board of Trade rooms Mr. Wyatt, representative of the Navy League, suggesting the enrolment of a naval reserve of men to be trained by the Dominion as a reserve force, and he thought this was a good suggestion. Nothing had come of it, though, the Dominion government being engrossed on other affairs.

As to the Grand Trunk Pacific, he had expressed strong ideas on that question. Firstly, the announced intention of the road was to aid in getting the wheat crop from the Northwest. The C. P. R. could not get their rolling stock in quick enough last year, although this year they say they are fully prepared. The Canadian Northern is building into the Northwest, and with those two roads the wheat of the Northwest should be moved. The Dominion government had agreed to guarantee nine million dollars of the bonds of the Canadian Northern, who were to build to the Yellow Head Pass, and it remained for the provincial government of British Columbia to get that road to Bute Inlet and across Seymour Narrows to Victoria. That was his policy, and he was willing to sacrifice other lines in Canada to accomplish its object.

Two bills had been passed by the provincial government two years ago—what the new government's policy was he could not say—but he thought the people of British Columbia should keep to the old policy, and if the Canadian Northern want to build into Victoria they should be allowed to take advantage of those bills. It was said that allusion had been made to the Dominion government in a hostile spirit, but the speaker said he wished to commend the government for leaving the National Policy alone, and in giving the manufacturers of Canada the benefits of that protection, which they had enjoyed for eighteen years. He commended Hon. Mr. Mulock's postal scheme, and Sir Louis Davies for aids to navigation that had been established, and Hon. Mr. Sutherland for his having added the public works in Victoria by keeping his promise to send the big dredge to this city to aid in the work of reclaiming the James Bay flats, and he knew that much effort had been used at New Westminster to prevent the craft from coming to Victoria.

The Intercolonial railway, continued the speaker, was built by the Dominion of Canada as part of the compact with Nova Scotia and New Brunswick. It was built at a great cost. When Mr. J. I. Tarte came into office after the last elections, it was agreed to buy the Drummond County railway from Messrs. Greenshields, et al, and it has been said that this was practically a political bonus for help at the election of 1896. This Drummond County railway was a complete failure. A bill had come before the Senate in connection with that deal, authorizing the payment of two million dollars. The Senate thought this sum excessive and threw out the bill, which when next presented a year later asked for one million—and thus a million dollars had been saved to the country. That road is now part of the Intercolonial.

He held that it was the reverse of a business proposition to borrow money to build a new road alongside that which failed to pay, and hand it over to a company to work it. It was not a sane business proposition. The Liberal government added thirty million dollars to the deficit on account of the Intercolonial railway. Now, with government money, they propose to build a line which will compete with the C. P. R., which was built by a company. If the company went in to build the road with their bonds guaranteed by the Dominion government, it would be all right, but under the conditions proposed it was most unfair to the competing company.

Why, too, the new Grand Trunk road should go to Moncton was more than anyone could say, for there was nothing at Moncton. St. John or Halifax would be more likely places. It was an unbusinesslike scheme. The Western part of the road, from Winnipeg to the Coast, was in a better position, and $13,000 a mile was to be borrowed for this section. Another thing for which he condemned the scheme was that the whole matter had been, in the last days of a long session, suddenly placed before the House in a most unfair way, without knowledge being obtained of the country or any investigation. The government had been hatching the matter up for a long time, but could not agree, and then suddenly Sir Wilfrid Laurier made a speech in the House and sprung the matter on the country.

In explaining his remarks in regard to Port Simpson, the speaker said Sir Wilfrid Laurier had stated in the House that in 1896 Port Simpson had been nothing but a bleak beach, whereas today it was an ocean depot. His remarks had been made to show that if Port Simpson was a bleak beach in 1896, so it was today, for there had been no change. Port Simpson had a fine harbor, and the speaker said he was well aware of its good geographical position. Another reason advanced by the Premier, Sir Wilfrid Laurier, was that the new line would be an all-Canadian route, but what good would this be, for were not the other roads of Canada reaching out for the United States trade?

The speaker then went on to speak of the bonding system and its relationship to the railway matter. He said if the bonding privileges were done away with it would aid the Canadian ports—but he could see no advantage in an all-Canadian route. He would favor developing all the trade routes in the country and not shutting off those to any other. His policy, he repeated, was to get the road via Bute Inlet and Seymour Narrows to Victoria. The Canadian Northern is in favor of carrying out that project if the provincial government come forward and help them, as it was ready to aid Mackenzie and Mann two years ago. He knew there were some who always wanted money spent in public works owing to the impetus thus given to trade, but they should look to the benefit to be derived by the country as a whole. There was nothing in the contract to make the Grand Trunk Co. commence work on the Coast, which would give an impetus to trade on the Coast in Victoria and Vancouver, and there was nothing to restrict the labor to be employed on the road. Whether the company would commence on the Coast he could not say. They would build to the Rockies from the East, and whether they would continue thence to the Coast or build in, he could not say. He would ask all present to keep their eyes on the route via Bute Inlet. That was the route for Victoria, and the government members in the coming election should be bound to a progressive policy of that point.

The president said the matter was not now debatable by the meeting—there being no motion on the subject, whereupon Mr. J. Kingham moved, seconded by Mr. T. Paterson: "Resolved, that we, the Victoria, British Columbia, Board of Trade, hereby heartily endorse the Federal government's endeavor to have constructed another transcontinental railway, and that we strongly deprecate any attempt of any representative for British Columbia placing any obstacle in the way of such construction."

Then the fireworks commenced. Some of the members objected to starting a political discussion in the Board of Trade, which was a non-political body, and J. A. Mara said that, after hearing the remarks of Senator Macdonald, it was better for the board to have a motion carried without discussing whether the government was making a good or bad bargain with the Grand Trunk. The Board of Trade was not a political body. Politics should be left to the politicians. But he could not close his eyes to this, that the board strongly approved of the construction of a northern railway, and as the board had already placed itself on record two years ago as favoring such a road, would it be consistent on the part of the board to oppose this railway, which was to cross the country and not cost the province one dollar or one acre. The Dominion agreed to build the railway, asking no aid from the province. What was wanted in British Columbia was railway construction, and another transcontinental system could not come too soon. He would, however, object to the last clause of Mr. Kingham's motion. The Board of Trade was not the place to make such slaps at the representatives.

Secretary Elworthy then read a resolution which had been placed in his hands favoring the immediate construction of the road, and that work be commenced on this Coast, and Senator Macdonald said the bill was sure to pass, but there was nothing in it to compel the company to go to Port Simpson.

Mr. Paterson, seconding Mr. Kingham's motion, said it was advisable to keep politics out of the Board of Trade, but he had heard considerable politics. He urged that the Grand Trunk scheme was the only one worthy of consideration, and was the only one before the Dominion government. If there were other schemes before the Dominion government it might be well to refrain from either opposing or sanctioning, but, he said, the benefits of this line would be appreciated by all, and so far as the bargain between the Grand Trunk and the Dominion was concerned, it was a good one. The government was paying a mere bagatelle for this road compared with the cost of the C. P. R. The new road, too, runs through an entirely new territory, and one which had been proven rich in explorations. Years ago when he was himself engaged in survey work for the railway companies, trappers and others who had come in from the Northern country expressed the greatest surprise why the railways should go along the south of the watersheds when there were so much better lands in the North. The line through the North runs through a much more valuable land district than the South. The C. P. R., the speaker continued, were not opposing this road. They realize that the trade of the Northwest and British Columbia will be greater in a few years than they can handle. Senator Macdonald has said the C. P. R. and C. N. R. can carry all the grain from the Northwest at present, but they will not be able to do so when the new road is built seven years from now. The country will be ready for the commencement of a still further line then, and if the people are going into the Northwest as they have been, possibly four roads. Anyone who knows anything about railways will realize that a company cannot keep its rolling stock and employees waiting for the grain season when the crops are to be moved, and that the line must come through to the Coast in order to keep its men and rolling stock employed. As for the C. N. R., it was practically only a summer line, running only to Lake Superior. It had no connection with the Atlantic, and it may be years before it has connection with the Pacific. With the new line, whether it has its terminus at Port Simpson or any other port on the Coast, that line will be much nearer and easier of access to the wheat fields of the Northwest.

The operation is usually sacrificed to construction in building a railway, and this was why the C. P. R. were now spending large sums to improve their grades and curvatures. The Grand Trunk Pacific is bound to build its road with grades and curvatures equal to those of the Grand Trunk, which surpass anything on the Coast at the present time. With the completion of the road it will mean that mills will be established in British Columbia to grind the grain, which could not be in the south, for the grades on the C. P. R. outward to the coast are enormous, and although that line is run by some of the shrewdest of men, they cannot accomplish impossibilities. The line to the north, too, is not to cost a dollar to the province, and he could not see why everybody would not hold up both hands to vote for it. He had heard a lot about the foolishness of the scheme, but there was this to be considered about the Eastern line, which was alleged to be the non-paying end. The Intercolonial was unprotected, while the new line would be fed from the Northwest, and would develop into an immensely rich line. He had also heard much of paralleling the Intercolonial, but that line ran on the other side of the Laurentian range. It was said the Intercolonial had never paid; well, this line was 120 miles shorter, and would do better. The Intercolonial might be called a political road, and it had to depend on its local business, while the new line would be fed from the Pacific Ocean.

The Grand Trunk Pacific, went on Mr. Paterson, was the shortest route, and Asiatic freight could be landed in Liverpool by it in two days or two days and a half quicker than by any other route. This would result in the development of a great trans-Pacific trade. Furthermore, the new road would open up the northern part of the province, and in five years would double the population of that section. Why any man could oppose the scheme was beyond the speaker. It would benefit every town on the Pacific Coast, and the bargain will compare with any railway bargain made before. It could not be criticized, he said in any way.

Major Nicolles called attention to the statement of Hon. A. G. Blair, late Minister of Railways in the Dominion government, that British Columbia did not want the railway. He said the board should put itself on record that it did. So far as the implied slap at the representatives, as embodied in Mr. Kingham's motion, was concerned, he did not think it could be implied as a rebuke. It was instruction, not rebuke, and if the representatives did not take instructions from their constituents, well, who would they take them from?

Secretary Elworthy was digging deep in the tomes of past motions of the board, and the president said that it had been pointed out that the board had in December last placed itself on record as endorsing the Grand Trunk project.

Major Nicholles thought the motion should now be emphasized.

Then the discussion again reverted to the question of the introduction of politics, and Mr. Mara said that the board was not a political body, and could not dictate. It would be presumptuous on the part of the twenty present to do so.

The president asked Mr. Kingham if he would withdraw his resolution.

Mr. Paterson said it would be well to make it an amendment and vote upon it.

Mr. Mara held that it was out of order with the clause, Mr. Kingham would not withdraw it. Finally, though after much discussion, it was remodelled, and the word "deprecate" changed to "urge," the last clause being changed to read, "urge all our representatives not to place any obstacle in the way of such construction" instead of "deprecate any attempt by any representative from British Columbia placing any obstacle in the way of such construction."

Mr. Mara again held that the motion was out of order, also for the reason that no notice had been given. If notice of such a motion had been given, there would have been a larger attendance.

Then Mr. J. J. Shalcross moved an amendment, which read as follows:

"Resolved, that this board heartily endorses the immediate construction of a second transcontinental line of railway. It would respectfully urge upon the Dominion government the importance of embodying in any act that may be passed a clause requiring the company to commence the work of construction on the Pacific simultaneously with the commencement of the work on the Eastern section."

The discussion then continued as to the admissability of the motion, of political discussions at the Board of Trade meetings, etc., and Mr. Beckwith said if the members were resolved to go into a political discussion, it were well to let the matter drop. Mr. Paterson said what politics was there in the motion offered. He held the people wanted the road. They wanted it as bad as they did the all-Canadian route to the Yukon, which had been lost to the province through the opposition of their members, and a boundary question forced upon the country.

The president then ruled further discussion out of order—it was getting late, and he asked Mr. Kingham if he wished to have his motion put. He did, and the feeling of the meeting was taken on this point. It was decided by a two-thirds vote—which is necessary—that the permission be given to put the amendment and the motion. The amendment of Mr. Shallcross was defeated on a vote of nine to seven, and Mr. Kingham's motion as altered, carried on a similar division.

H. D. Helmcken moved, seconded by J. A. Mara, that whereas reports have appeared in the press to the effect that after the completion of the commission of Rear Admiral Bickford, C. M. G., he will be succeeded by a commodore;

And whereas, Esquimalt has been the headquarters of the Pacific station and a flagship station;

Be it therefore, resolved, that this Board would respectfully direct the attention of the Dominion government to this fact and strongly urge upon the Dominion government to take immediate steps to make such representations to the Imperial government as will prevent, if possible, such contemplated change taking effect, and that the provincial government be requested to communicate with the Dominion government accordingly. Carried.

Mr. Beckwith's motion regarding the improvement of the West Coast service was laid over until the reports of the special committee which reported some time ago, can be considered together with it.

J. Savannah, R. W. Riddel, W. O. Wallace, Carl Lowenberg, T. Hooper, J. York, A. D. Boscowitz, were elected members.

A vote of thanks was tendered to Senator Macdonald for his remarks on the transcontinental railway question.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

Close of W.C.T.U. Convention

Christian Workers Finish Their Deliberations at New Westminster.

Very Gratifying Reports Submitted By the Various Officials.

The first business session of the W. C. T. U. convention in New Westminster found all officers, a number of superintendents, and 26 delegates in attendance. The first part of the session was taken up largely with reports of the past year's work, many of which were most encouraging and showing faithful persistent labor all through the year, while others were prosecuted with great difficulty. Interesting reports were read of hospital, prison, literature, evangelistic, purity, city mission, parlor meetings, and flower mission.

In the majority of hospitals, gospel services are held, flowers and reading matter supplied, delicacies furnished, and many of the little attentions and kindnesses exercised, which, though small in themselves, are calculated to brighten the lives of the patients because of their thoughtfulness. Jails have been visited regularly, gospel services held, good reading matter supplied, and such little acts of kindness as are compatible with the regulations of such institutions, shown to prisoners, as are likely to lead them to realize that notwithstanding the conditions of life, there are yet men and women who are desirous of their welfare. Many thousands of pages of good reading matter have been distributed in homes, on shipboard, in logging camps, in hospitals and jails, and on the streets. Gospel temperance services have been held, with the object of leading men and women to a new life. In Vancouver and Victoria mission halls are maintained, both of which support bright, comfortable reading rooms, conduct gospel meetings, and afford a cheerful, wholesome, homelike influence, of which homeless men may avail themselves.

Parlor meetings have been a successful feature of the work, as through such many women are led to become interested in the work of the organization. Through the purity department, which is carried on in the towns, the message of a new and better life has been carried to the unfortunate, to which some have responded. Flower mission work has carried God's beautiful blossoms, with a Scriptural message attached, into the homes of shut-ins, to the hospitals and jails, and laid them tenderly on the forms of dear departed comrades that they might remind the sorrowing of God's love.

The corresponding secretary's report, always an important feature of the convention, was read by Mrs. M. A. Cunningham. It was a comprehensive and exhaustive report of the standing of the work in the province, and while no marked progress had been made, and there were some regrets expressed at the difficulties some of the unions met, there were also notes of victory to cause rejoicing. While no new unions were reported, some fields are ready for organization, and many already working express the determination of yet more persistent efforts in the future.

The treasurer's report showed a total income of $2,156, and expenditure, $2,112; balance on hand, $54, with $818 in hand for the building fund for a new Refuge Home.

The address of the president, Mrs. Gordon Grant, to the convention was ably prepared, being comprehensive and suggestive, and the attention with which it was received showed that it fully met the expectation of the delegates.

The Rev. Mr. Morden, pastor of the Queen's avenue church, preached the convention sermon from the text, "Laborers together with God." It was a helpful, encouraging message to the assembled workers, and calculated to inspire fresh zeal and vigor for the new year's effort. The most important decision of the convention was that of the erection of a new building for the W. C. T. U. Home, on the property owned by the union in the vicinity of the Jubilee hospital. Next convention will therefore see this branch of the work carried on in a more convenient and commodious building, the need of which has sorely hampered the work for many years.

The officers of the past year were re-elected to again serve, namely:

President—Mrs. Gordon Grant, Victoria.

Corresponding Secretary—Mrs. M. A. Cunningham, New Westminster.

Recording Secretary—Mrs. W. H. Spofford, Victoria.

Treasurer—Mrs. M. J. McDonald, Vancouver.

The superintendents of departments are:

Scientific instruction in schools—Miss Malkin, Vancouver.

Literature and official organ—Mrs. J. B. Kennedy, New Westminster.

Juvenile and Sabbath school work—Mrs. Stainton, Ladner.

Soldiers and volunteers—Mrs. Lye, Vancouver.

Railroad employees—Mrs. Smith, Vancouver.

Evangelistic work (including hospitals, jails and city institutions)—Mrs. T. F. Watson, Vancouver.

Flower mission—Miss Burdie Chadsey, Chilliwack.

Mothers' meetings—Mrs. D. McGilvary, Sumas.

Legislation, petition and franchise—Mrs. Gordon Grant, Victoria.

Sailors, lumbermen and miners—Mrs. N. Powell, Vancouver.

Temperance coffee houses—Mrs. McNaughton, Victoria.

Unfermented wine at Lord's table—Mrs. H. Burkholder, Victoria.

Purity—Mrs. Wm. Holt, Victoria.

An adjustment was made of the work of departments, combining those which could be worked under one superintendency, thus simplifying the arrangements.

At the request of the pastor of the church in which the meetings were held, the ladies of the convention took charge of the weekly prayer meeting.

Wednesday evening a platform meeting was held, at which Mrs. Alex. Lamb, of New Westminster, presided. The meeting opened with the hymn, "Soldiers of Christ, Arise." Mrs. McDonald of Vancouver read the Scripture lesson—46th Psalm—and Rev. R. Lennie led in prayer.

Mrs. Spofford gave a bright and comprehensive report of the world's convention held in Geneva, Switzerland, in June last, at which 180 delegates of 20 nationalities, were present, each representing 1,000 women at home, and at one of the evening meetings of which 100 women made 100 speeches in 100 minutes, thus forever disproving the statement that women cannot speak short and to the point. This gathering at Geneva was characterized as an "interesting experiment," to say the least, inasmuch as it was convened in a city and country where hitherto it had been impossible to organize a branch of the organization, and the success of which spoke volumes for the universal influence exerted by the White Ribbon order.

A number of important changes in the constitution were discussed, one of which was the time of meeting, the month of June or September being suggested rather than August.

At the invitation of His Worship the Mayor, on Friday morning the delegates enjoyed a trip on the ferry to witness the construction of the new bridge, and other points of interest, and a ride through the city in the afternoon, both of which were thoroughly enjoyed.

The convention adjourned to meet next year in Victoria.

FIVE-MINUTE CYCLONE.

Connelsville, Pa., Aug. 28.—A cyclone passed over this section today. People were lifted off their feet and houses were blown off their foundations. The storm lasted just five minutes. Mrs. Lizzie Levowitz was struck by lightning and instantly killed.

DESTRUCTIVE HURRICANE.

Mobile, Aug. 28.—A private letter from Grand Cayman, British West Indies, states that the hurricane which passed over that island destroyed 160 houses and 27 vessels. The British three-masted schooner Governor Blake, which it was feared was lost, arrived safely after encountering the hurricane.

PLOT TO MURDER BRITISH CONSUL

Intended Victim Takes Unusual Route For His Walk And Avoids Death.

Boston, Mass., Aug. 28.—The advices give details of the recent murder of the Russian consul at Monastir, saying that on the day of his assassination several women observed five Turks, armed, in the quarters of the guard house, and when the shooting occurred, one Turk asked another: "What is the matter?" One of the five men replied, "A dog was killed." After which the five men went away. The vali received the remains and remarked that the consul was to blame for using his revolver on the policeman.

When the body of the consul was brought to his home, it was found that he had not only been shot, but that his head had been crushed in by a blow from the policeman's rifle. Detailing the interview of Hitim Pasha with Madame Rostkovsky, and the offer of $40,000 to the widow by the Turkish authorities, the account says Madame Rostkovsky replied saying: "The blood of my husband cannot be paid for by Turkish money. Give the check back to your master, and if he does not know what to do with it, tell him to give it to his soldiers, who have received no pay for so many months. Here are the decorations which the Sultan bestowed on my husband and myself."

The advices also state that M. Rostvoski, the Austrian consul, and Mr. McGregor, the British vice-consul, were looked upon with suspicion by the Turks, because of supposed sympathy with Bulgaria, and that recently an assassin was appointed to kill the British official as he was taking his customary walk, but the plot failed because McGregor on that day took an unusual route.

PARIS UNDERGROUND ROADS.

Investigation Into Recent Tunnel Disaster Suggests Many Reforms.

Paris, Aug. 28.—The municipal committee investigating the recent tunnel disaster on the Metropolitan railroad, has drawn up a report approved by the prefecture, indicating the reform which should be immediately made in the Paris underground railroad system. The principal proposals are that the present system of a motor at each end should be suppressed. The motors must be capable of isolation from the train; in case of the slightest fire, the train must be stopped and the motor isolated; the telephones and speaking tubes must be provided at reasonable intervals along the line; the number of employees at the stations must be increased; the platforms must be cleared of every obstruction and lighted by an electric current, independent of the currents supplying the traction or the lighting of the tunnels; numerous lamps must be placed to indicate the direction of the exit at which a powerful inextinguishable lamp must be lighted, and an alarm must be placed near the station.

It is proposed to insist later on the use of incombustible rolling stock and the construction of refuges in the tunnel walls.

THE FUTURITY.

New York, Aug. 29.—Hamburg Belle won the Futurity by a length; Leonidas second; Minuteman third; time 1:13.

HAD TO LEAVE SCHOOL

THE PITIABLE STORY OF A YOUNG GIRL.

Every Mother of a Growing Girl Will be Interested in the Story as Told by the Young Lady.

Miss Laura Dumontier is the daughter of a well-to-do farmer in St. Cuthbert, Quebec. The circumstances under which she was forced to discontinue her studies and leave school will be of interest to all mothers of growing girls, and Miss Dumontier consents to make them public for the benefit her experience may be to others. She says: "At the age of twelve I was sent to a convent school in this parish. At that time I was as healthy as any girl of my age. At the end of a couple of years, however, I felt my strength leaving me. My appetite grew poor, and I suffered from severe headaches. I nevertheless continued my studies until October, 1901, when I became very ill and was forced to leave school. The headaches that had bothered me became almost constant. I suffered from pains in the back and stomach and the least exertion would leave me almost breathless. A doctor was called in and he said I was suffering from anaemia, and was in a very dangerous condition. He treated me until February without the least beneficial result. Then another doctor was called in, but no better results followed his treatment. My parents were now thoroughly alarmed and two other doctors from St. Barthelemi were called in, and after consultation their verdict was that my trouble had reached an incurable stage. I was greatly disheartened and did not expect to live long when one day one of my friends asked me why I did not try Dr. Williams' Pink Pills. I had lost confidence in all medicines, but was willing to try anything that might help me, and my father got me a supply of the pills. When I had used a couple of boxes it was very plain that the pills were doing me good, and after I had taken them a couple of months I was once more enjoying the blessing of good health. I feel that Dr. Williams' Pink Pills have saved my life and I gladly give my experience in the hope that it may be of benefit to some other young girls."

No discovery of modern times has proved such a blessing to young girls and women as Dr. Williams' Pink Pills. They act directly on the blood and nerves, invigorate the body, regulate the functions and restore health and strength to the exhausted patient when every effort of the physician proves unavailing. These pills are sold by all dealers in medicine, or may be had by mail post paid at 50 cents a box, or six boxes for $2.50, by writing to the Dr. Williams' Medicine Co., Brockville, Ont. Remember that no other medicine can take the place of these pills, and see that the full name, Dr. Williams' Pink Pills for Pale People, is on the wrapper around every box.

Preparing For The Big Party

Local Committee Busy Making Arrangements for Reception of Congress Delegates.

A Corrected List of the Names of Those Likely to Come West.

The secretary of the Board of Trade had a further conference with Supt. Troup of the C. P. R. coast fleet, respecting plans for the entertainment of the party of delegates of the Chambers of Commerce of the Empire, who will arrive in this city on the evening of September 8.

It is intended that on the 10th the party will be taken on the steamer Princess Victoria for a trip up the East Coast of Vancouver Island, calls being made at Chemainus, Ladysmith and Nanaimo. Just how to apportion the time between the various points is now a matter under consideration by those having the affair in hand. A corrected list of the delegates who are expected to come here is as follows:

Jerald F. Adams, Canterbury.
T. W. S. Angier and Mrs. Angier, London.
Herbert B. Ames, Montreal.
Herbert Baron, Kendal.
J. C. Batley and Mrs. J. C. Batley, Heckmondwike.
F. W. Bentley, Huddersfield.
Wm. Best, Bradford.
J. W. Blackburn, Batley.
John S. Booth, Wakefield.
T. Cannon Brookes, Walsall.
Herbert E. Brookes, London.
E. W. Brown, London.
Geo. Cawley, and Miss Cawley, London.
N. L. Cohen and C. W. Cohen, London.
Wm. Callard, Torquay.
Geo. A. Corderoy, London.
Amos, Crabtree and Mrs. Crabtree, Bradford.
Miss Crabtree, Bradford.
A. D. E. Craig, jr., London.
C. T. Craig, London.
Thos. Cooke, Burnley.
Harvey Daw, Plymouth.
Hon. A. Desjardins, Montreal.
Jos. Dixon, Sheffield.
Miss Dixon, Sheffield.
Jos. S. Dronsfield, Oldham.
Henry Durler and Mrs. Henry Durler, Linton.
Thos. Eaton, Canterbury.
John Falconer, Dover.
Edward Gardiner, Galashiels.
Jas. Moore and Mrs. Moore.
E. J. Gillespie, London.
Geo. Goodwille, Trinidad.
T. Geddes Grant, Trinidad.
J. L. Greenway, Wolverhampton.
Jos. Hacking, Blackburn.
Geo. Hadrill, Burnley.
Jos. Hargreaves, Blackburn.
Robt. E. Hart, Blackburn.
Capt. J. Harwood, Blackburn.
L. P. Hedley, Ashford.
Thomas Henderson and Mrs. Henderson, Hawick.
Geo. H. Hobson, jr., and G. R. Hobson, Basutoland.
A. J. Hodgson, Montreal.
J. U. Hodgson and Mrs. J. U. Hodgson, Liverpool.
Whiteley Horsfall and Mrs. W. Horsfall, Halifax.
A. Jagger, Walsall.
H. W. Jagger, Walsall.
A. M. James, Newport.
J. S. Jeans and Mrs. Jeans, London.
Miss Jeans, London.
Edgar Jobson, Derby.
Price Jones, Liverpool.
C. P. Lancaster, Liverpool.
Chas. Lancaster, Liverpool.
Frank Langston, Rockingham.
Gen. J. W. Laurie, Mrs. Laurie, Miss Laurie, Miss Annie Laurie and Miss Mary Laurie, London.
Alex. McFee, Montreal.
K. N. McFee, London.
Geo. F. McKay, Kendal.
Hon. A. McRobert and Mrs. McRobert, Cowmpore.
H. W. Macalister, Oldham.
Geo. Pallister Martin and Mrs. G. P. Martin, Bristol.
D. Masson, Montreal.
Paul Meyer, Nottingham.
Ward Layle, London.
M. L. Moss and Mrs. Moss, Freemantle.
Kenrie B. Murray, London.
Charles Notman, Montreal, photographer.
E. J. C. Markgraff, stenographer.
Geo. Ordish, Luton.
A. E. Pugsley, Newport.
Jonathan Peate and Mrs. J. Peate, Leeds.
J. L. Pollock, Paris.
James Ramsden, Bristall.
Jos. Ramsden, Bristall.
T. B. Renshaw, Rockhampton.
C. H. Rhodes, Wakefield.
H. Ricketts, Rockhampton.
S. W. Royse, Manchester.
A. J. Sanderson, Galashiels.
Ernest E. Slater, Yeadon.
E. F. Slack, press representative.
Harry Spivey and Mrs. H. Spivey, Heckmondwike.
A. P. Steeds, Swansea.
F. T. Thomas, Swansea.
Wm. Thomas, Wolverhampton.
E. W. Wakefield, Kendall.
M. de P. Webb, Karachi.
Geo. Wigley, Nottingham.
Walter B. Wilson, Barnsley.
J. H. Wimble, Jersey.
Henry P. Wright, Barrow-in-Furness.
J. O. Wright, Barbadoes.
Jos. Yardley, Walsall.
G. H. Young, Barrow-in-Furness.
Charles Yates, Leeds.
R. S. Fraser, London.
A. Latimer, Plymouth.
Jas. McConnell, Belfast.
Edgar Tripp, Trinidad.
Mrs. Botsover, Rockhampton.
J. D. Pollock, jr.
John Kyte, Colleth.

There are in all 122 Prospective visitors more or less distinguished in the world of trade and commerce, four of them being ladies. Perhaps the most noted of the company are Nathaniel Louis Cohen, E. J. Gillespie, Arthur Jacob Hodgson and Lieut.-General John Winburn Laurie, M. P.

Mr. Gillespie is chairman of the London Chamber of Commerce and is connected with the firm of Curbout & Co., merchants, London, exporters to Canada.

General Laurie represents London Chamber of Commerce, being chairman of the Canadian Trade section. He is president of the Board of Agriculture, member of Parliament for Pembroke in the Imperial House of Commons, and formerly M. P. for Shelburne, N. S., and commanded the militia in Nova Scotia and later on in British Columbia. General Laurie is accompanied by Mrs. Laurie and three daughters.

Mr. Hodgson is chairman of the Canadian Committee of Arrangements in connection with the Congress and is President of the Montreal Board of Trade, also of the firm of Hodgson Bros., exporters of Canadian produce, President of the Montreal Produce Association, and Governor of the Victoria and of the Montreal General Hospitals.

Mr. Cohen represents the London Chamber of Commerce and was formerly a partner of the late firm of Louis Cohen & Son, London Stock Exchange, and has spoken on sociological questions, such as the marketing of labor, the combination of savings banks deposits with housing facilities. He was originator of a scheme of accumulative consuls adopted by the Chancellor of the Exchequer in 1890; is a member of the Council of the Royal Statistical Society and of the Cambridge Appointment Board, and has taken part in philanthropic work for upwards of thirty years in connection with elementary education, apprenticeship, housing questions, the dwellings of the poor, hospitals and employment for discharged soldiers, etc.

EXPLORING LABRADOR.

St. John's, Nfld., Aug. 26.—The mail steamer Virginia Lake, which arrived here from Labrador, reports that the Hubbard exploring expedition, and the expedition under Colonel Willard Glazier, of Albany, N. Y., are both working in the interior of Labrador with prospects of good results.

Straw Hats, regular price 75c., $1.00 and $1.50; now 25c. each. B. Williams & Co.

STEAMER IN TROUBLE.

Ogdensburg, N. Y., Aug. 28.—The steamer Erin, loaded with railroad iron for Fort William, which struck a pier and sunk at Farran's Point on Saturday, was raised by wreckers yesterday and passed up the St. Lawrence. Today she is fast on a shoal near Sister Light. While in tow of a wrecking tug a schooner struck her, tearing off her upper bulwarks and driving her on the shoal. Robert McCay, a sailor, was caught, and had his neck broken.

GERMAN ARMY SCANDALS.

Berlin, Aug. 28.—An army sergeant named Bishop has been sentenced to three months' imprisonment for neglecting to report the mistreatment of privates by Sergeant Breidenbach, of the 118th Infantry, who was sentenced to three and a half years' imprisonment August 20 for brutality. Breidenbach was charged with 1,800 offences. He so severely whipped a recruit that the man committed suicide.

HARVEST BETTER THAN EXPECTED

Threshing Shows Yield in Manitoba Heavier Than at First Reported.

Winnipeg, Aug. 28.—A gratifying feature of the harvest is that the yield is turning out heavier than was expected. The case of a farmer near Emerson who placed the yield at 14 which turned out 20 to the acre, is not unusual. In Birtle district the yield will run from 28 to 40 bushels to the acre; one man having 125 acres, of which 75 will go forty bushels.

The Shamrocks, of Winnipeg, for the second time have won the lacrosse championship of Manitoba, defeating Souris 12 to 4.

"Old boys" from Ottawa Valley resident in Winnipeg, have decided to form an association, to be known as the "Old Boys of the Ottawa Valley."

Hon. Colin Campbell declines to discuss his probable retirement from the cabinet, but his statement lends color to the rumor.

Rev. Mr. Lloyd, who is now in charge of the Barr colonists, is in the city, and states that a statement will soon be issued showing the original position of Rev. Mr. Barr, and how the contract made by him with the Dominion government was carried out. He believed just as many immigrants as last year will be secured for the colony from the Old Country.

The Shamrocks of Winnipeg have won the senior championship of Western Canada Lacrosse Association, carrying with it the Dewey cup and Chipman international trophy, for the second time in succession.

ACCIDENT AT SEA.

Bremen, Aug. 28.—The North German Lloyd steamer Neckar, bound for Baltimore, while off Oerchelling, in the North Sea, yesterday, burst her main steam supply pipes, which scalded the third and fourth engineers and seven stokers. The vessel is returning here for repairs.

According to a despatch received today at the offices of the North German Lloyd Co. in New York, the two engineers referred to in the Bremen despatch and five out of the seven stokers scalded, have died from their injuries.

C. P. R. OFFICIALS.

Investigate Proposed Site of New Bridge at Strathcona.

Strathcona, N.W.T., Aug. 28.—D. McNicoll, general manager of the C. P. R.; J. W. Leonard, assistant general manager; E. H. McHenry, chief engineer; Mr. Jamieson, superintendent of the Portal-Laggan division, and N. E. Brooks, superintendent of C. & E. railway, came to Strathcona last evening in their private car, attached to the regular express. They had a private conference with a joint delegation of the Strathcona Board of Trade and the town council, and during their stay looked over the proposed site of a high level bridge. Two trial surveys from the East into Strathcona are now completed, and a third one is in progress.