

A MISSION AND A MISSIONARY.

President Hays of the Grand Trunk Pacific Railway and his party have reached the coast and have gone north to select a terminus for the new transcontinental highway. Mr. Hays, exercising his undoubted right, refused to talk to reporters in regard to certain matters of absorbing interest to the people of British Columbia. It is not an unusual thing for men in the position of Mr. Hays to place a seal upon their lips. In the case of the president of the new line it may be pleaded in his behalf that he cannot speak definitely until he has accomplished the mission upon which he set out. This is to examine the ground, hear the reports of his officials, and estimate the future prospects of all this great western region.

It will be remembered that when the announcement was made that the Dominion government had entered into a contract with the Grand Trunk Company to build a railway from the Atlantic to the Pacific certain newspapers and public men of this province, with out even waiting for particulars as to the terms of bargain, signified their intention of opposing it. Their haste indicated that opposition with them was a mere matter of habit. They trusted to their friends at Ottawa to furnish them with adequate excuses for their actions. But they unmasked their batteries too soon. The opposition at Ottawa has not been able to furnish them with any adequate ammunition for the continuation of the attack. They not only failed them—they betrayed them. The Conservative position in the East is that British Columbia will receive more than her share of benefit from the construction of the Grand Trunk Pacific. It is held that the older provinces are to be compelled to bear the greater part of the burden on account of the immense section of the line which will pierce a barren country and is not a necessary part of the work that at present lies to the hand of the Dominion, which is to open up the fertile prairies to settlers and provide the growing population with facilities for the transportation of its products to market. That is to say, the territories and Manitoba should be provided with a network of railways, and a canal estimated to cost less than a hundred million dollars should be dug as an outlet for the cheap transportation of grain to the tidewater of the east. There have been many variations of the programme, including the extension of the Intercolonial to Georgian Bay and the purchase of part of the C. P. R. and making it a portion of the enlarged spout, but in none of them have the interests of British Columbia been considered at all.

Thrown upon their own resources for excuses for their opposition, the Conservatives of British Columbia have advanced the extraordinary plea that instead of the benefits which every man of common sense expects from the opening up of the country by another transcontinental road, the bargain has been so contrived that it will be a curse instead of a blessing to the provinces. To all inquiries as to the nature of these alleged disabilities, Mr. Hays remained dumb. He refused to say whether or not it was the intention of his company to commence the work of construction simultaneously at Winnipeg and at the Pacific Coast. The silence of the president is accepted as proof that Mr. Prefontaine was prevaricating when he said positively that he knew operations would be commenced on both ends at the same time. "The question is now in a more unfavorable light than ever for the government at Ottawa," the Colonist says. Has our contemporary read the statement of Mr. Macpherson that the government at Ottawa has in its possession a written statement of Mr. Hays that work will be commenced simultaneously at each end and pushed to completion with all the speed possible? Or will it undertake to say that the member for Burrard also lied?

In the meantime there seems to be a good deal of interest taken in the proceedings of the magnates of the Grand Trunk. There appears to be a general disposition to believe that the road will be of incalculable benefit to the province. Merchants of every class are in high hopes of doing a considerably increased business as soon as the operations of the company commence. In fact, we believe there would be considerable disappointment in British Columbia if it were announced that the Grand Trunk Pacific Railway is not to be built.

A SPECIMEN GROWL.

The Dominion government's hostility to British Columbia is the cause of great pain to the Colonist. Every movement of the ministers has hatred of British Columbia as its insidious motive. The G. T. P. is to be built for the special purpose of increasing the burdens of British Columbia. A folder just issued by the Department of the Interior was published for the special purpose of striking a blow at British Columbia. Why? Because it contains no reference to lands suitable for settlers in British Columbia. It will be no extenuation of

the fault to point out that the government of the province of British Columbia knows nothing itself of lands suitable for settlement in the province. Hundreds of inquirers have testified to that amazing fact. The ministers have been urged in the press and in the Legislature to remedy this state of affairs. The work would be too costly! As a self-governing province it is its duty to attend to these matters ourselves. The territories have not been erected into provinces and are not charged with the administration of their public lands. That work devolves upon the Interior Department, which is responsible for the publication of the offending folder. If there is any reference to Ontario and Manitoba in them, that reference was supplied by the governments of the provinces interested. Our ministers are too busy to attend to anything of that kind! If there are any lands left suitable for agricultural or any other purposes, they are probably considering excuses for giving them away to some corporation.

BROTHER BOER AGAIN.

The case of the Boers of Bermuda who refused to go back to their native land has apparently been misrepresented. They would not go back because they were first required to take the oath of allegiance to the British Crown. Of course they rebelled against that. At least eight of them, who according to the New York Times have just arrived in that city, say that is the reason why they lived so long upon the British bounty. They would have continued their refusal to the bitter end, or as long as pertinacity was a sure guarantee of food and clothing and plenty of leisure in a climate which is quite salubrious for those who have nothing to do but exist. But the British government became tired of its job and turned them loose upon their own resources. No means of transportation were given the patriots, and they actually were compelled to work or beg; but it is clear they did not work. Furthermore it appears they were refused permission to return to the Transvaal even if they had possessed the means to do so. They preferred exile to the sacrifice of their principles. Presently a gentleman—an American of philanthropic mind and great business acumen—along and offers to pay for their conveyance to South Africa. And here it is that the disconnecting link creates confusion in the story. The exiles claim that as long as they refuse to take the oath of allegiance they are debarred from entering the Transvaal. But their passages have been paid to the "Orange Free State." They will be welcomed there. It occurs to us that something happened to the Orange Free State also. It was, we are told, because the Boers were tempted and fell. They refused to attend strictly to their own business or they might have been living in the Orange Free State as long as their race endured. It is certain Great Britain would never have interfered with them, nor would she have permitted the interference of others. The Orange River Colony, which was once the Orange Free State, is under the same government and is subject to the same conditions, as regards its population, as is the Transvaal. There are no disabilities applied to the population of one which do not apply to the population of the other. That fact it is that proves the Bermuda Boers to be humbugs who are imposing upon the generosity of their alleged American benefactor. If they were picturesque figures such as Croesus, willing to make a mockery of the marriage ceremony in order to provide a show for the American people, they might obtain easy jobs in the past decade. The population has grown at a rapid rate. Our products are in great demand in the prairies. The population which is pouring in there requires our lumber. Scarcely less necessary to its existence is the fruit we are producing on scientific principles after years of study and experimentation. If the freight rates were reasonable the business in these two necessities of prairie agricultural life would probably expand at a rapid rate. We shall secure the adjustment of the rates in time, there being a Dominion railway commission in action, with full power to remove all inequalities and to redress all grievances.

TURN ON THE LIGHT.

A contemporary suggests the application of the lash to the backs of the vile male creatures who engage in the diabolical business of procuring young girls for respectable homes. Public sentiment would undoubtedly endorse the flogging of the backs or even the stretching of the necks of such culprits. But why not adopt measures that would perhaps be more effective, drop the screen of false modesty that enshrouds the doings of the lower world, and systematically warn young girls of the snares that are always set for the feet of the unwary? In their ignorance of the dark ways of the world, there is little doubt that many young creatures find themselves ensnared and their lives ruined before they are aware of the consequences of the step they have taken. Granting that the absence of sound moral principles accounts for the downfall of the majority of those who in such abundance are leading lives of shame and profligacy in our coast cities, is it supposable that if they had been warned of the consequences of their indiscretion they would not have chosen more wisely? Why not warn the young that the end of the "gay" life of the harlots who are altogether too conspicuous on our streets in their parades of lewd attire is usually worse than that of the lowest animals? They live like lepers as regards the self-respecting portion of the community, and they die like the polluted creatures that they are. The poor, despised bodies are either cast into the earth they disgraced, unhonored and unwept, or are delivered over to the medical profession in the interests of the public. That is the social aspect of this

admittedly delicate subject. There is another aspect. There are institutions and persons dedicated and devoted to the work of reclamation and reform. But there is no task undertaken by the sons or daughters of men so difficult as that of reclaiming the fallen. To warn the unwary and mete out adequate punishment to the vile instruments of the traffic is the clear duty of organized society.

THE CZAR'S BURDENS.

The rulers of Russia have serious internal dissensions as well as "fanatical" external enemies to deal with. A gentleman who lately arrived in New York from the Russian capital, points out that St. Petersburg sentiment is in no respect the sentiment of the country as a whole. He says there is not the least interest in the war in Russia; the people everywhere are gloomy and taciturn and languishing beneath an inflexible tyranny. The better class of Russians not only do not desire an ultimate Russian triumph against Japan, but do not expect it. Nowhere among educated and enlightened Russians could he discover a feeling of hopefulness with regard to the outcome of the war. The government, made up of a limited oligarchy given over entirely to insane militarism and irresponsible imperialism, has disastrously blundered, and what the end will be no one can tell. An inspection of the great military equipments at Moscow, Plesk and Warsaw, will leave no occasion for surprise at Japan's uniform successes on land. The Russian soldier knows how to die bravely and no more; so does the Japanese, but he also knows how to fight. This authority says it behooves every thinking man, regardless of the world's progress, and attainment of an ideal civilization, to study carefully the momentous issues at stake in the epochal struggle now going on in the Far East. Russia to-day presents one vast mass of unrelieved and unvaried misery and suffering. We had serious doubts as to the efficiency of the Czar's remedy for the internal disorders which appear to menace the stability of his empire. An event of great importance, in the Imperial mind, such as the birth of an heir, is generally taken as a pretext for the inauguration of needed reforms. But acts of obvious justice should not be dependent upon the caprice of individuals or even upon the mysterious dispensations of the Providence which is assumed to direct the domestic affairs of the Czar. When there are wrongs to be righted, and they are apparent to the mind of a ruler, they should be righted regardless of signs from celestial or other sources.

A MOMENTOUS MATTER.

Before the departure of the Grand Trunk Pacific party from Vancouver to the north to spy out the sea coast, President Hays announced that on his return a visit would be paid to the mines and other industries of Vancouver Island. This announcement may be taken to indicate that the promoters of the new road as business men fully understand the advantages that would accrue to their enterprise from intimate connection with a territory that has already established industries of great importance. It may safely be assumed that Mr. Hays and his associates are well aware of the importance of the business interests centered in Southern British Columbia and Washington have made with in the past decade. The population has grown at a rapid rate. Our products are in great demand in the prairies. The population which is pouring in there requires our lumber. Scarcely less necessary to its existence is the fruit we are producing on scientific principles after years of study and experimentation. If the freight rates were reasonable the business in these two necessities of prairie agricultural life would probably expand at a rapid rate. We shall secure the adjustment of the rates in time, there being a Dominion railway commission in action, with full power to remove all inequalities and to redress all grievances.

An attempt is being made by shortsighted politicians to arouse jealousies between the people of the Northwest and of British Columbia on the ground that one section is being specially favored by the federal government at the expense of the other. To all but the narrowest and most bigoted it must be apparent that the interests of the two sections are inseparably and sympathetically united. The better for British Columbia. Prosperity on the prairies will bring prosperity upon the interior and the coast of British Columbia. As the Times has repeatedly pointed out, in resources the regions are complementary to each other.

Mr. Hays, with the comprehensive grasp of a railway man, may be relied upon to take in the situation at a glance. The territory through which it is proposed to build the Grand Trunk Pacific may be just as prolific in corn and time as is the settled portion of British Columbia. But it must take years of the lumber industry can never be of an extent equivalent to that of Vancouver Island, on which it is said two-thirds of the merchantable timber of British Columbia is to be found. Having made a

note of the facts, it is for the president of the Grand Trunk Pacific to consider what steps he shall take to bring his railway into close connection with the established business of the southern coast.

But there are other considerations than those of the more or less local traffic between British Columbia and the Northwest. There will be a great revival of business between America and Asia as soon as the war between Russia and Japan has been brought to a conclusion. The traffic between the two continents has for years been gradually working this way. The C. P. R. was the pioneer company in this business. The G. T. P. may elect to follow the example of that company and carry as much of the business as it can of a still more northerly point. That is a matter for the practical men who are guiding the destinies of the concern to decide. We have no doubt that if they put their hand to the plough they will carry the furrow to its successful conclusion. But we feel certain they will be tempted to break into the established currents of trade after they have heard the arguments of the business men who have undertaken to state the case of the southern zone.

Whether Kourapatka has lured the Japanese to the place where he wanted them or not, we do not know. If all the backward movements of the Russian forces, hitherto, have been merely strategic, they were very good imitations of forced retreats. At last the Russian commander has chosen to or has been forced into making a decided stand. The Occident and the Orient are joined in mortal combat. The Occident has a position of his own choosing, and it is undoubtedly the stronger position. There will be one of the most important, perhaps, in the most decisive, battles of the war. Whichever be the victor, there is no doubt that the fight will be stubborn and destructive. The passive endurance and stubborn valor of the Muscovite have been proven. The reckless bravery and dash of the Jap have been demonstrated in the present war in the face of one of the great fighting nations of Europe. According to all accounts the forces are very evenly matched, point of numbers. If the Russians should gain their first victory in the campaign, we are convinced they will have no reason to complain of lack of attention on the part of their antagonists. We are almost certain the Japanese batteries will not have to fire against the Russian infant. The purpose of forcing it forward to its duty.

The thinking men of Great Britain are uneasy about the dependence of the staple industries of the countries upon outside and far off hostile sources for their supplies of raw materials. At the recent meeting of the British Association, Premier Balfour expressed his concern about the developments of the times. J. A. Hutton, vice-chairman of the British Cotton-growing Association, detailed the efforts of the association to relieve Great Britain from dependence upon the United States for raw cotton. He said that the short time on which the English factories were running was not entirely due to the shortage of cotton, but was largely owing to the serious aggravation of the difficulty by numerous speculators. Mr. Hutton pointed out that probably it was not generally realized how very costly it was to remedy this state of affairs, apart from the cost of the raw cotton itself. He estimated that not less than 10,000,000 people in this country were more or less dependent on the cotton trade. The employers alone were losing \$200,000 a week through short time, and the total loss to capital and labor in the cotton and other allied trades throughout the country was not less than \$150,000,000 per week, or \$75,000,000 per annum. Mr. Hutton said there was no hope of any immediate relief.

Neither Roosevelt nor Parker will take the stump during the presidential campaign. The latter may speak a few words when "he is going to say." What a blessing it would be if all politicians in Canada, and all people whatsoever, were to follow the example of these two prominent men, and only speak when they had something to say.

Will those who are charged with the responsibility of advancing at every opportunity the interests of Victoria please note that the Grand Trunk Pacific party purposes investigating the resources of Vancouver Island after it returns from the north?

MUSICAL FESTIVAL.

To the Editor:—I have read the letters in your papers of recent date re the intended musical festival, or, rather, cycle of festivals, and certainly agree with your correspondents that musical festivals are a factor in educating the public to the better appreciation of classic music. But would the proposed system do so? I cannot myself see that it would any more than our present system, i. e., the rehearsing of the great masters' works, such as the Creation, Messiah, Jude Macabees, or Samson, at the late musical festival as my criticism.

Now, look at this matter from the same standpoint as myself. A conductor was selected from amongst our local conductors to conduct the rehearsal of the late festival, the same as conducted the same, or nearly the same, choir that rendered a portion of the Messiah some two and a half of these years ago, and it is more than probable that the same rule would be laid down again. If it were possible for us to have the services of Mr. Harris as our

trainer, then there would be another complete place upon matters of this sort. If we take the late festival as our criterion then the choir only had the benefit of Mr. Harris of Mr. A. Blackstone on one or two occasions. It is then, really only to conduct the choir and not to train them. The present conductors are doing good work and should be better supported.

I notice also that some of your correspondents seem to take a deal of interest in the musical festival, but when we have rendered any of the great masters' works here they have been conspicuous by their absence from the performance thereof.

CHORISTER.
August 27th, 1904.

TO TWO LOVERS.
George Elliot.
Two lovers by a moss-grown spring;
They leaned soft cheeks together there,
Mingled the dark and sunny hair,
And heard the wooing thrushes sing.
O, budding time!
O, love's best prime!

Two wedded from the portal step;
The bells made happy carolers here,
The air was soft as fanning wings,
White petals on the pathway swept.
O, pure-eyed bride!
O, tender bride!

Two faces o'er a cradle bent;
Two hands above the head were locked;
These pressed each other while they rocked.
These watched a life that love had sent.
O, solemn hour!
O, tender power!

Two parents by the evening fire;
The red light shows about their knees,
Had gone and left the lonely pair.
O, voyage fast!
O, vanished past!

The red light shows about the floor,
And made the space between them wide;
They drew their chairs up side by side;
Their pale cheeks joined, and said, "Once more."
O, memories!
O, past that is!

THE M'DOUGALL CUP
WON BY RICHARDSON

Success of Victorian at the Dominion Rifle Association Meeting—Winning of Coast Shots.

Rifle Ranges, Ottawa, Aug. 30.—Splendid weather favored riflemen taking part in the matches at the Dominion Rifle Association meeting to-day. The wind was variable, but shooting was excellent.

Co. Sergeant Major Richardson, Fifth Regiment, C. A., won the McDougall cup and \$25 with a score of 68. Lieut. Boulton, Sixth Regiment, won \$5, score 64. Sergt. Carr, Fifth Regiment, 63, won \$6. Capt. Duff Stuart, Sixth Regiment, 62; Capt. Forrest, Sixth Regiment, 61; Co. Sergt. Major Caven, Fifth Regiment, 60, and Lieut. Parris, Sixth Regiment, 60, won \$4 each.

In tyros Sergt. Brayshaw, Fifth Regiment, 60; Lieut. Col. Whyte, Sixth Regiment, 59, and Corp. E. Johnson, Sixth Regiment, won \$4 each.

WELCOME DECREE.

Finland Press Hall With Delight Order Summoning the Diet.

Helsingfors, Finland, Aug. 30.—The Finnish press received with great satisfaction the Imperial decree convoking the diet of Finland and is also placing great stress on the utterances of Prince John Olenovsky, governor-general of Finland, during his tour of inspection, especially his repeated statements that it is not the intention of the Emperor's government to deprive Finland of her right of home rule.

THE DISABLED LINER.

Steamer Phoenix Reported to Have Passed the Lizard This Morning.

Plymouth, Eng., Aug. 31.—The Hamburg-American liner steamer Phoenix, which left New York August 20th for Hamburg, and which was reported by the North German Lloyd steamer Kronprinz Wilhelm at Bremen yesterday to have been sighted on August 27th apparently drifting, passed the Lizard at 7 a.m. to-day.

SIXTEEN DROWNED.

Captain and Fifteen Sailors Perished When Leaving Their Stranded Ship.

Aden, Arabia, Aug. 31.—A boat containing the captain and sixteen members of the crew who had left the British steamer Baron Inverdale, which was ashore at the Kuria Muria Islands, capsized and the occupants were drowned except one boy.

ARCHBISHOP OF CANTERBURY

Montreal, Aug. 30.—The Archbishop of Canterbury spent yesterday morning resting quietly. In the afternoon he was taken by Bishop Dunn to view various points of interest and this evening there was a dinner at Bishop Dunn's in his honor, attended by a large number of the leading clergymen of Quebec.

FIVE KILLED IN
RAILWAY COLLISION

J. B. BLANCHET, M. P.,
IS AMONG THE DEAD

Fifty or Sixty Passengers Were Injured and Some of Them May Not Survive.

Montreal, Aug. 31.—Five persons were killed and 50 or 60 others injured, some probably fatally, in a head-on collision between a special Grand Trunk passenger train, which left Richmond with passengers for Sherbrooke fair, and a local passenger train, No. 6, from Island Pond, Vermont to Montreal, one mile east of Richmond station, this morning.

A misinterpretation of orders is given as the cause of the accident. The dead include J. B. Blanchet, M.P., St. Hyacinthe, who was elected to fill the vacancy caused by the retirement of Hon. M. E. Bernier, now a member of the House of Commons.

Another Report.
(Special to the Times.)
Ottawa, Aug. 31.—A collision between a Grand Trunk special and a regular passenger train took place near Richmond, Quebec, to-day. The company gives out a statement that five people were killed. The evening papers put the number at ten, and says that Mr. Blanchet, M. P., who succeeded Hon. Mr. Bernier, is among the number. A large number of people were injured.

Platform Adopted by Reform Association—Large Measure of Local Government Necessary.

London, Aug. 30.—The Irish Reform Association has adopted a platform for the association which, while firmly maintaining that the parliamentary union of Great Britain and Ireland is essential to the political stability of the Empire and the prosperity of the two islands, expresses the belief that such union is compatible with the evolution to Ireland of a larger measure of local government. It considers that such evolution, while avoiding matters of special concern and subjects of common interest to the United Kingdom, would be beneficial to Ireland, and would relieve the Imperial parliament of the burden of business occupying its time to the detriment of more important business. The association also considers that the present financial administration of Ireland is wasteful, that it ought to be revised and that the time has arrived to extend to Ireland the system of private bill legislation, which has been so successful in Scotland. It advocates urgently higher education, and expresses the desire to do all in its power to further the policy of land purchase in the spirit of and on the general lines laid down by the land conference report.

STEAMER RELEASED.
The Arabia, Captured By Vladivostok Squadron, Has Arrived at Shanghai.

Shanghai, Aug. 29.—The German steamer Arabia, belonging to the Hamburg American line, has arrived here from Vladivostok. This is the vessel which was captured by the Vladivostok squadron in July. A prize crew was put on board her and she was taken to Vladivostok, where she arrived July 25th. She was tried before a prize court, which sentenced 20,000 her to be released and 11 railroad car bodies. The remainder of the cargo and the ship were released.

The British steamer Calchas, from Tacoma for Japan ports which was arrested by the Vladivostok squadron 30 miles north of Tokyo bay last July, was also taken to Vladivostok. The crew and passengers were released, but the ship was confiscated by the Russians without waiting the action of the prize court. The Calchas is now at Vladivostok with balance of her cargo on board.

The Arabia brought also to Shanghai the captain and crew of the German steamer Thea, which was sunk by the Vladivostok fleet. The Russians made no attempt to take the Thea into port. The Arabia reports that there are few signs of war at Vladivostok. Victory Alekoff is there, and the town is full of officers and troops. The Russian cruisers Gromobol and Rossia arrived from their engagement, August 14th, with Vice-Admiral Kamimura's fleet in a terribly damaged condition. The repairs to the Russian cruiser Bogatyr, which was damaged by running aground near Vladivostok, are nearly completed.

PLEBES' ASSASSIN.
No Truth in Report That Samsonoff Has Been Sentenced to Death.

St. Petersburg, Aug. 30.—The statement that Samsonoff, the assassin of Minister of Interior Plehve, has been sentenced to death proves to be incorrect. Whether the assassin will be tried by court martial or by civil courts is one of the questions that the next minister of the interior will have to pass upon. It is expected that the Emperor will appoint a new minister of the interior as soon as he returns from the Don.

DUTY ON STEEL RAILS.
An Interview With Sir Thomas Shaughnessy, President of the Canadian Pacific Railway Co.

Montreal, Aug. 30.—Interviewed yesterday concerning the action of the Canadian government in placing a duty of \$7 per ton on steel rails in conformity with the power vested in them by parliament to do so as soon as it could be shown that Canadian manufacturers were in a position to supply the Canadian demand, Sir Thomas Shaughnessy, president of the C. P. R., said: "While it is

quite proper that the Canadian manufacturer should be sufficiently protected, there is not in my opinion, one of these in Canada who is capable of producing a rail either effectively or economically. Sir Thomas refused to say whether or not the Canadian Pacific had placed an order within the last few days in the United States for 60,000 tons of rails.

TORONTO NOTES.

Lord and Lady Minto Visit Owen Sound—Arrival of Black Watch Band.

Toronto, Aug. 29.—The band of the Black Watch Regiment, numbering 23, including seven pipers, arrived here yesterday afternoon. They were given a most enthusiastic welcome.

Walter McAllen, an Englishman from Manchester, is believed to have committed suicide at Hamilton's point Saturday night. After the last boat had left for the city the night watchman found his body lying on the board walk. A bottle believed to have contained chloroform or wood alcohol, was found lying beside him. He was a builder's laborer and leaves a widow. He had only been out here a short time.

Lord and Lady Minto and party were enthusiastically welcomed at Owen Sound on the way to British Columbia via the Canadian Pacific lake service, Saturday night. Replying to an address, the Governor-General said he was sorry his term was about to expire.

PRIZE WINNERS AT
THE DOMINION MEETING

The British Columbia Second Team Won the Kirkpatrick Cup—Results of Other Matches.

(Special to the Times.)
Rifle Ranges, Ottawa, Aug. 31.—In the Dominion Rifle Association matches to-day the team of the Sixth Regiment, Vancouver, won the Gillespie challenge cup, and the Fifth Regiment, C. A., Victoria, took second place.

The British Columbia, second team, won the Kirkpatrick cup, with the British Columbia, first team, third. The Sixth Regiment won the Borden team match.

In the Borden match Corp. Johnson, New Westminster, won the cup, medal and \$10, so that he was with M. J. Moore on a possible. Capt. Duff Stuart won \$9 with 34 and Corp. Miller \$8, 34. Lieut. Cunningham, Capt. Forrest and Lieut. Boulton won \$5 each.

The Sixth Regiment also won the team prize of \$45, six men with 105. Pte. Perry was a visitor on the range to-day, but did not shoot. He will return home by the end of the week.

EX-SULTAN DEAD.
Constantinople, Aug. 30.—Ex-Sultan Murad V. died yesterday of diabetes, from which he had long suffered.

Murad V. was born in 1840 and ascended the throne after the murder of the Sultan Abdulaziz in May, 1876. In July of that year Murad was placed under the regency of his brother, the present Sultan Abdul Hamid II, and on August 31st he was deposed. Outwardly by this act was performed legally by the council of ministers on the ground that he was insane.

The real facts in the case, however, will probably never be known, but it has been claimed that Murad was a good deal more sane than his brother and on the ground that he was sane, the council of ministers on the ground that he was sane.

THE GRAND TRUNK PACIFIC.
Work of Surveying the Route Will Be Carried on All Winter.

Ottawa, Aug. 30.—The transcontinental railway construction committee are settling down to business. Active operations in regard to surveys cannot be got on with until the heads of the Grand Trunk return from the West. The work which the Grand Trunk Pacific has been doing in regard to the construction of the line will be carried on all winter. It will be several months before any building can be undertaken. It is said that winter is the best time to make surveys in the northern part of Ontario and Quebec. Of course the actual location of the line cannot be done as long as the snow is on the ground.

SEARCH CONTINUED.
(From Wednesday's Daily.)
Nothing has been seen of Howard Osborn in spite of the most careful search for him in the vicinity of San Antonio. The provincial police have received information which indicates that the missing man did not take the direct way through the Indian reserve after leaving the boat at the landing place.

On the contrary, it is now believed that he took another route. On Friday, the day on which he was moved from Sidney Island, a man answering his description was seen about a mile from the landing place at McKay's ranch. This man called to get a drink of water.

Those searching are now at a loss to know where to seek for the lost man. If the person who called at McKay's ranch were he it is very questionable in what direction he went, and the search is made more uncertain.

HANDSOME CR
VISITS

VANCOUVER YACHT
MAPLE LEAF

A Thing of Beauty and
to Her Owner,
McLaren

(From Tuesday's)
The yacht Maple Leaf, James McLaren, the Vancouver, which leaves on Sunday afternoon, gracefully at anchor in J. by between the J.B.A. Club houses. With her crew and immaculate white sail little craft is undoubtedly its kind in Northern. It inspires in the every- ings of downright joy, adding desire to own a road or a corner on the The Maple Leaf was the Vancouver ship weeks ago, and this is ence in these waters. I de- stered that this is not, On- owner, Mr. McLaren, four children and a nur- man friend of Mr. McL. the Terminal City on came down in easy stag- night at Miner's bay est.

A Times representative might deep this morning to this finished product of the builder's skill. She is feet long, and of about is yawl rigged and caten and twelve knots an breeze. But the Maple de- signed to obey the el- weather clerk. On the travel in the calm and easily as when the by the wind. She is a motor, which can give, and she knows so that M. J. needs to delay any of because of the absence.

The yacht is commodi- ously fitted out. There are not only adequate ac- cessories, but they are elegantly at there are all the conven- find in a home, not to f- provided over by a Japa- is not too greatly excite- tion of the Far Eastern- ly attend to his import- crew besides the capta- spotlessly clean, a chara- detail on the yacht, in- small boats with a fog whistle, too, and the reporter looked over- light, but this was no- Probably Mr. McLaren- temption.

The Maple Leaf has bounded admiration of f- man, who feel that Mr. be congratulated upon his craft. It is given to fe- one like it in view of cost in the construction of sand dollars. The May- main here until Thurs-

CHILDREN'S DAY
LOCAL

Athletic Competitions
Between Boys of
Public Sch-

Children's Day in co- Victoria exhibition will September 30th, and the- ments being considered tee in charge are care- cessful, those atten- school will be given joyable time. It is the quest the school ath- the day mentioned a- that all pupils will be in the sports. The ad- ing the different sch- usual in the forenoon- to the exhibition at- tion, but a decision- rived at as yet.

At a recent meeting- Day committee a pre- was drafted and sub- mitted without alter- Proprietor requested- mously. Some of the- the races are (a) comp- pelated in by any in- tendance at public ex- entries to be made on- day, September 1st, to two from each sch- (b) medals to be awa- second winners in each- the winners to school- number of points. It ha- that three points shall- school winning a first- and one for a third p- The appended event- all coming under the- lined:

Running flat race, 10- Running flat race, 23- Running flat race, 44- Relay race, 88 yards- members to a team. Baseball throwing co- High and long jump- Additional races ha- as follows, win of te- tests being barred:

Boys under 14 years- 100 yards; running flat- high and long jump co- Boys under 12 years- 100 yards; running flat- Boys under 10 years- 100 yards; running flat- Boys under 8 years- 100 yards- Members of the ex-