Riflemen At Ottawa

The Dominion Rifle Association Opens Meeting Under Best Circumstances.

Crackshots From the Coast Make An Exceptionally Good Start.

Transcontinental Railway Commission Meets In Ottawa to Assume Duties

From Our Own Correspondent.

Ottawa, Aug. 29.—The Dominion Rifle Association matches opened this morning in glorious weather. The day was a trying one for riflemen, however, as a tricky rear left wind caused lots of trouble. The feature of the meet is the large number of certain riflemen. British Columbians made an exceptionally good start.

The tyro match winner was Capt. Russell, of the 13th, Hamilton. Corp. Brayshaw, of the Fifth, won $4.

Nova Scotia won the team prize.

The Walker cup was won by the 48th Highlanders, Toronto.

The highest individual score was made by Capt. Forbes, of the British Columbia team. Capt. Forest, of the Sixth, won $8; Corp. Brayshaw (Fifth), Lieut. Bolt (Sixth), Capt. Stuart (Sixth), won $6 each. Sergt. Carr (Fifth), Lieut. Ferris (Sixth), $5 each; Moscrop (Sixth), Lieut. Cunningham (Sixth), Sergt. Caven (Fifth), won $5 each.

The Fifth Regiment was third of the teams and the Sixth Regiment was fifth. Nova Scotia won the tyro team prize.

The initial meeting of the national transcontinental railway commission took place this morning, Mr. Wade presiding. The commissioners had merely a general talk with Chief Engineer Lumsden. Mr. Wade will receive $8,000 a year. The other commissioners will get $7,000 each.

It is significant that the announcement of the imposition of a duty of $7 a ton on steel rails is made almost simultaneously with the commencement of rail-making at the Soo. It means that the rails for the Grand Trunk Pacific must be manufactured at the Soo works or at Sydney, when the plant is going. The duty is fixed by the general tariff and is subject to deductions under the British preferential tariff. The government has arranged that the duty shall not apply to any rails actually contracted for abroad prior to this date, but to entitle the rails to exemption under this arrangement they must be imported into Canada not later than the 30th of November, 1904, and must be actually laid on the track in Canada not later than the 28th of February, 1905. That the whole scheme was cut and dried is evident from the fact that there has been no meeting of the cabinet since the rail mill at the Soo was put into operation. The order-in-council must, therefore, have been passed in advance of the assurance required by the act that steel rails "are being manufactured in Canada."

The Archbishop of Canterbury telegraphed today that he could not visit Ottawa.

Ald. Sanderson announces himself as the Labor candidate for Ottawa.

The druggists have decided to only keep open their stores from 6:30 to 9:30 on Sundays. They will conform as far as possible to the wishes of the Lord's Day Alliance.

A local paper again publishes the report that the Canada Atlantic is about to change hands, but official confirmation is lacking. Operations at the C. A. R. works have been suspended, and it is said that this is due to a desire to take stock of the equipment.

Frank Watsey, an Indian, who killed a fur trader named Thomas McCabe, of Buckingham, at Silver lake, in the Gatineau district, and was sentenced to five years in St. Vincent de Paul for manslaughter, has been released. The man is badly crippled with rheumatism.

William Thomas, a shantyman, who recently returned from the bush, is looking for his wife, who is alleged to have eloped with another man. The couple had been married for four years.

Mr. Horn, grain inspector, passed through the city yesterday on his way to the West.

The militia department announces: "It having been observed that certain officers on the strength of permanent units are not returned as available for court martial duty, on the ground of their holding some staff appointment connected with a school of instruction, all corps officers commanding units of the permanent forces will in future place all officers who have the necessary service on the roster for court martial duty."

It has been decided by the department of militia that, in all cases in which the freight charges upon empty shells of .303 ammunition exceed $10 per 1,000 pounds, the empty shells be not returned, but disposed of locally.

THE CHICAGO STRIKE.

Chicago, Ill., Aug. 29.—The executive board of the Amalgamated Meat Cutters and Butchers Workers' Union adjourned after a short session and the members went to confer with the allied trades council. It was admitted that a proposition for settling the strike had been arranged.

HUNDRED PERISH IN FLAMES.

Manila, Aug. 29.—The city of Binang in Laguna province, Island of Luzon, has been destroyed by fire; 100 persons perished in the flames and 5,000 were rendered homeless. The loss is estimated at $200,000. The government is furnishing shelter and food to the people made destitute by the fire. According to the census of 1896, Binang had a population of 7,358.

CATCHING THE RUSSIANS.

Government Issues Statement as to Instructions Given Commanders.

London, Aug. 29.—It is stated on good authority that the British cruisers sent to search for the Russian volunteer fleet cruisers Smolensk and St. Petersburg, have overhauled at least one of these vessels. The utmost reticence is maintained at the admiralty, and at this hour no official confirmation of the statement has been given out.

The admiralty does not confirm the statement, but issued the following tonight: The Russian government, having requested His Majesty's government to take steps to deliver an urgent message to the Smolensk and St. Petersburg, belonging to the Russian volunteer fleet now in South African waters, the commander-in-chief of the Cape of Good Hope station left the Seychelles islands August 26 in His Majesty's ship Crescent, and is proceeding southward with the cruisers Forte and Pearl with the object of communicating with the Russian vessels. His Majesty's ships Barossai and Partridge have also been directed to proceed in search of the volunteer fleet vessels. The Barossai is between Walfisch bay and Gessuila, and the Partridge between Walfisch bay and Simons bay. The Russian message was also communicated to the commodore commanding the South Atlantic squadron, who, with His Majesty's ships St. George and Brilliant, is at present in the neighborhood of St. Vincent, Cape Verde islands.

The foreign office has no confirmation of the statement of the British cruisers having overhauled at least one of the volunteer fleet vessels.

VANCOUVERITE WEDS.

Kingston, Aug. 30.—William Walsh of Vancouver was married this morning to Margaret C. Rigney, daughter of the late William Rigney, by His Grace Archbishop Gauthier, assisted by Rev. Father Mea.

NO EVACUATION YET.

Paris, Aug. 30.—The Temps correspondent at Liaoyang telegraphing from there today at 2 a. m., says: "There is no sign that the Russians propose an early evacuation of Liaoyang. Through the night from a roof top could be seen the bursting of shells from the Japanese guns. They are approaching the crests, east and south of the town. The attacking force is estimated at 200,000 with 700 guns."

EDITOR HORSEWHIPPED.

Dartmouth, N. S., Aug. 30.—Joseph M. Weeks, editor of the Dartmouth Patriot, was seriously horsewhipped on the streets of Dartmouth yesterday afternoon by George Mackenzie, son of the chief of police of the town. The trouble was the culmination of a bitter controversy that has been going on between the chief and the editor, the son who did the whipping having had nothing to do with the affair. On Saturday the Patriot published an article which ridiculed the chief and it was on Weeks' refusal to retract or discontinue the attacks on his father that Mackenzie used a horsewhip. A warrant for Mackenzie's arrest has been issued.

Gen. Carrington Visits Northwest

Celebrated British Soldier Greatly Impressed With Canada's Domain.

Predicts a Rush of Immigrants For the Next Hundred Years.

Winnipeg, Aug. 30.—Major-General Sir Frederick Carrington, and Lady Carrington arrived in the city this morning. The general will go in for some duck shooting at Poplar Point, Manitoba, where the Prince of Wales enjoyed such excellent sport on his western tour two years ago.

General Carrington spoke briefly of his impressions of Canada, expressing great confidence in the future of the Northwest.

"I came through from the West last year on my way from Japan," said the general, "and the great sweep and extent of the vast western country made a most powerful impression on my mind. It is an immense country, capable of sustaining a vast population, almost limitless in extent. We saw the stream of immigrants pouring into the unoccupied regions last year and we saw the same thing this year, and yet the unoccupied country is very great. A hundred years of immigration will not fill the Canadian West and for a hundred years to come you will see just what you are seeing this year."

Comparing the Canadian West with South Africa, the general stated that the great need of South Africa was moisture. "You have the snow here, which they have not and the snow is, of course, a very valuable source of moisture. You have also your pasture prairie. There is much prairie in South Africa, but a large proportion of it is hilly and mountainous. It will never be a great agricultural country as this Canadian West will be."

Lord Minto and the vice-regal party will arrive in Winnipeg from the East Thursday morning at 8:30 on the transcontinental.

They are on the way through to the coast, and will only stop in the city about 50 minutes, while the train is being fitted up for its western trip. At the present time they are at Sault Ste. Marie, where they arrived this morning. They leave this afternoon for Sudbury, arriving there at 5:40. They will take the transcontinental at midnight, arriving here Thursday morning.

The intention is to visit the coast, after which His Lordship will take a trip through the Saskatchewan valley, starting from Edmonton and rejoining Lady Minto at Regina. The vice-regal party is traveling in the private cars Victoria and Canada.

MORE REPORTS DENIED.

Battleship Orel Proceeds With Official Trials and Will Join Baltic Fleet.

St. Petersburg, Aug. 29. — Inquiries made at the admiralty elicited an absolute denial of the report regarding damage to the Orel. On the contrary it was stated that the Orel returned today from her official trials, which have been satisfactory and the battleship will surely accompany the Baltic squadron. The rumor current in St. Petersburg to the effect that a 12-inch gun aboard the Souveroff had burst killing a number of men and that the battleship was compelled to put into Reval was also denied at the admiralty, where it was said that there was not a word of truth in the report.

NEGOTIATING AS TO CONTRABAND

Russia Gives Assurances That No Discriminations Have Been Made.

London, Aug. 29.—The Russian government has given assurances to Great Britain that there is absolutely no ground for the charges that the Russian warships are discriminating against British shipping in favor of Germany or any other shipping in connection with the search for contraband. It is explicitly stated that Russia is not pursuing British ships, German ships, or ships of any other nationality, but that she is solely pursuing contraband. The foreign office has also been officially advised of the appointment of the joint commission, representing the Russian foreign and marine ministers, to be presided over by Professor DeMartens, professor of international law at the University of St. Petersburg, and which will sit forthwith to consider distinction between conditional and absolute contraband of war. The foreign office understands it is the purpose of Russia to conciliate the United States on this subject. Russia will make substantial concessions which are expected to go far toward satisfying both countries. At the same time, Russia has made it clear to Great Britain that some latitude must be given her in the way of seizing goods conditionally contraband, provided hostile destination is suspected. It is believed in Russian diplomatic circles that an agreement will shortly be reached.

IRON PLANT RESUMES.

Pittsburg, Aug. 29.—Notices were posted at the Rankin plan iron and steel wire company today, ordering all employees to report for work to put the plan in shape for immediate resumption. The resumption will affect about 1,200 employees.

KUROPATKIN'S ARMY WILL BE COMPELLED TO FIGHT

Kuroki's Vigorous Advance Catches Slow Moving Russians Unprepared And Concentration Ordered For The Greatest Struggle of The War.

St. Petersburg, Aug. 29.—The operations around Liaoyang have undergone a complete change. Owing to the delay in the concentration of Gen. Kuropatkin's army, as a result of the terrible conditions of the roads, the Japanese seized the opportunity to attack the slow-moving corps and severe fighting occurred August 27 and 28, in which the Russians lost another thousand men, and they now probably will have to accept a general engagement.

Gen. Kuropatkin himself described the latest phase of hostilities in a long despatch to the Emperor from a point on the railway a few miles south of Liaoyang, where practically the whole army was assembled and awaiting battle. The telegram, which was filed early this morning, says: "The Japanese began at dawn August 27 two movements designed to cut off the first and fourth corps. The first, stationed at Anshanshan, experienced the most serious difficulty owing to bad roads. The Japanese, under Gen. Oku, tried to flank this corps from the east.

"In the meanwhile Gen. Kuroki abandoned his pressure of Generals Ivanhoff and Herschelmann, drove a wedge between the second and fourth corps, which were stationed west of Liandiansian. The Russians, greatly impeded by their artillery and commissariat, fought a series of rearguard actions in order to cover the retreat of their impedimenta to Liaoyang, in which they were successful.

"The first corps, which figured at the battle of the Yalu and in the fighting at Motien pass, again sustained the brunt of the fighting and suffered the majority of the losses, including Gen. Routkovsky and Gen. Von Rasben. The first, second and fourth corps combined, under command of Gen. Zarombaieff, and the tenth, seventeenth and third corps, under Gen. Ivanhoff, forming the eastern contingent, succeeded in effecting a concentration at Liaoyang without further loss."

The whole six corps, of which two are European troops, have now formed a semi-circle within a radius of six or eight miles of Liaoyang. Gen. Kuropatkin has not far short of 170,000 men.

Scene of the Coming Struggle

Correspondent Describes Arrival of the Russian Army From Anping.

Liaoyang the Centre of Concentration and Troops in High Spirits.

Hsiaotun (Eleven Miles East of Liaoyang), Aug. 29.—The Russian army from Anping this afternoon debouched upon the Liaoyang plain, after fighting a rearguard action for nearly ten miles from Anping, bringing its wounded and burying its dead on the way.

Six guns are reported to have been lost, but a number of Japanese were captured, showing signs of great fatigue and hardship. The enormous army, the last of which passed out on the Lan valley at 6 o'clock this afternoon, seems to fill the entire plain from the foothills to the ancient walls and is disposed in orderly manner through the vast fields of Chinese corn, the soldiers slinging as they went into camp, despite limitless inconvenience and suffering, while the baggage and transport trains caught in the muddy rivulets attracted the cheery assistance of everybody. Nothing apparently affects the heartiness of the men in the ranks. The line of wounded men which reached the great city at daybreak this evening, passed silently and other lines and in connection with the Grand Trunk Pacific railway, when the new transcontinental system is completed and in operation.

The plan is to run a service from the Pacific terminals of the railway to Japan, China and possibly Australia. As showing how close are the relations between the railway and the steamship company it is a significant fact that H. A. Allan, who is also strongly in favor of the competing transpacific line, has accepted a position on the board of directors of the Grand Trunk Pacific railway.

FINNISH DIET SUMMONED.

Favorable Impression Created by Order Convening Parliament.

Helsingford, Finland, Aug. 29.—The definite announcement of the convening of the Diet December 6th has created an excellent impression in Finland, where it had been feared for months that it was the intention of the Russian authorities to refuse to summon it. The list of subjects to be discussed published in the Finland Gazette beyond questions relating to the organization of the Diet is not important, but the mere fact of the assembling of the four estates which the Finns consider to be bound up in all their traditions, taken in connection with the spirit of the recent imperial manifesto has produced a good impression.

The imperial decree convening the Finnish Diet not only convokes it this year but makes provision for its meeting three years hence, thus foreshadowing the regular meetings of the Diet at intervals of not less than five years, in accordance with the Finnish constitution for the first time since the grand duchy came under Russian government. That such a step has been taken positively indicates the suspension of the policy of the Russification of Finland, to which the late minister of the interior, Plehve, was committed.

CONSOLIDATED CARIBOO COMPANY

Splendid Progress Being Made at Work in Hand at Bullion.

Splendid progress is being made at the big tunnel now under way at the Consolidated Cariboo mine, Bullion, says the Ashcroft Journal of August 27. The tunnel was commenced at the river side of the rim and is now in over 200 feet and everything going on nicely. Present weather conditions prevailing, we understand, hydraulicing can only be continued for another week or perhaps two weeks. Apparently the season in the Forks-Quesnel mining division has been as dry almost as in this neighborhood. There can be no doubt now that it is an absolute necessity for the Consolidated Cariboo company to make the outlay required to tap a further water supply.

A short time ago we had a conversation with a gentleman who has had a good deal of experience with mines and mining men, but who is not a miner, and he expressed his opinion very forcibly that this great property has proven beyond doubt that it will pay for a much heavier expenditure than has been made to bring on water enough to permit continuous piping, no matter how dry the season is. He knows the Bullion mine from personal examination, and says it is a great pity that necessary expenditure was not made long ago. We venture the opinion that if the directors of the mine—all of them—would visit Bullion, they would in a very few hours sanction the immediate expenditure of capital enough to give the mine the water supply it needs.

SETTLING ATLANTIC RATE WAR

Frankfort-on-the-Main, Aug. 29. — Representatives of eight transatlantic lines began a conference here this morning, that may settle the passenger rate war. An agreement is not likely to be reached today.

The Frankfurter Zeitung says the present shipping conference is not likely to arrange a peace rate and that further meetings next week in London or Paris are probable.

VICKERS GETS SHOT.

London, Aug. 29.—Albert Vickers, of the firm of Vickers, Sons & Maxim, has been accidentally shot by a companion while grouse shooting in Sutherlandshire. His injuries are not serious.

ANTWERP OIL TANK FIRE.

Antwerp, Aug. 29.—The fire in the oil tanks near here continued yesterday, but it is now practically ended. Nine bodies have been recovered and several are still missing. The loss is estimated at ten million gallons and the damage at nearly $2,500,000.

ADMIRAL ROLAND DEAD.

London, Aug. 29.—The death is announced of Vice Admiral W. R. Roland, retired. He was born in 1817. Admiral Roland received a gold medal from the United States government for saving part of the crew of the United States brig Somers, upset off the island of Sacrificion, on the west coast of Mexico.

ALLAN LINERS ON THE PACIFIC

Will Operate Vessels In Connection With the Grand Trunk Railroad.

Halifax, N. S., Aug. 29.—It is announced that the Allan Steamship Company proposes to have a fleet of steamships operating on the Pacific ocean in competition with the Canadian Pacific and other lines and in connection with the Grand Trunk Pacific railway, when the new transcontinental system is completed and in operation.

LONDON GOSSIP BY THE CABLE

Financial News On How to Combat Work of the American Wheat Speculator.

London, Eng., Aug. 29.—The Financial News says: "Our hopes of protecting the consumer from the assaults of American wheat speculators must depend upon the freedom with which India releases her stores, on the salvation of the Canadian crop and the favor nature may show important crops whose futures are still in the incipient stages, viz., Australia, Argentina."

The directors of the Canada North-West Land Co. declare a dividend of 3 per cent. for the half year ended June 30, 1904, on preferred stock.

The Chronicle says: "It would be interesting to have the views of Canadian woollen manufacturers on Mr. Chamberlain's preferential scheme. The Canadian farmers may be strong enough to reverse the policy of high protection in return for a preference, but the Canadian manufacturer is a confirmed protectionist, and, we fear, the stronger of the two at Ottawa."

A Cape Town cable says the steamship Monarch has arrived from Montreal with a number of prize cattle and horses on board. All arrived without any loss.

The Financier, commenting on Canadian financial returns for the fiscal years says: "There can be no question that England is Canada's best customer, for 85.47 per cent. of the Dominion's total exports come to Britain. On the other hand, in spite of the preferential tariff, the Dominion imports from Britain show an unfavorable trend compared to those from the United States.

The Syren and Shipping, re coastal lighting, says: "We heard much of Canadian intentions and their promises of betterment have fructified, but only to a limited extent. What is wanted is a comprehensive scheme to adequately safeguard the more salient features of the Canadian coast line. It is quite time the Canadian parliament recognized a promise is one thing and a performance quite another."

PANAMA SEIZES TERRITORY.

(New York Times.)

According to advices received in this city from Buenaventura, Colombia, the government of Panama, has stationed a military garrison at Nugul, a city at the confluence of the Atrata and San Juan rivers. In taking this step the Panamanians have assumed formal possession of a wide strip of the Colombian department of Cauca, which, according to a map of the Greater Colombia, issued in 1830 at Caracas, was originally the southern extremity of the old Department of Panama. If Panama, morally or by force, succeeds in maintaining her conquest, she will acquire an additional Pacific seaboard extending from the isthmus proper south to Punta Limones, near the mouth of the Baudo river—a distance of about 100 miles. The minimum width of the territory is eighteen miles, the greatest fifty-eight. The news of the seizure is said to have created intense excitement and indignation at Bogota, where the people have associated the affair with the Americans, whom they believe to be seconding the operations of the Panamanians and to be prepared to lend armed assistance, if necessary.

Severe Fighting Now Resumed

Another Desperate Attack Made at Port Arthur on Saturday.

Reported Receipt of Japanese Re-Inforcements Is Now Confirmed.

Chefoo, Aug. 29.—Severe fighting was resumed at Port Arthur on August 27. Between August 22 and 26 there was some fighting, but it was less severe than on the 27th. A Chinese refugee was compelled to carry the dead from the battlefield of Palichuang, which the Japanese attempted to capture on August 26. Thirty carts were used to carry the dead, numbering 400. Efficient soldiers at Port Arthur are said to number only 10,000. A Chinaman from Rihtungshan says he saw the Russians occupying this fort, from which previous reports stated that they had been driven. Probably both reports are correct as many positions at Port Arthur fortress have changed hands repeatedly. The fighting which began on the 27th soon became general. While the Chinese were at sea August 28 the heavy firing was resumed. Two junks containing contraband of war were sunk by a Japanese torpedo boat.

Fort No. 5 has changed hands four times and is now occupied by the Japanese filled the moat with sandbags. Thousands of Chinese coolies are digging trenches, building earthworks and dragging cannon.

Information received here confirms the belief that the great Japanese assault upon Port Arthur, which began August 22, was by no means as successful as anticipated. Although the Japanese succeeded in pushing their lines forward, they were unable to occupy the positions from which they drove the Russians. They succeeded only in weakening the Russian lines.

The report that the Japanese forces before Port Arthur have received heavy reinforcements, via Dalny, has been confirmed.

DAY'S AFFAIRS AT LADYSMITH

Much Activity In Shipping—Welcome Rain Subdues Bush Fires.

From Our Own Correspondent.

Ladysmith, Aug. 29.—Rain fell very heavily at Ladysmith all day Sunday, and was all the more appreciated after the recent bush fires which have been causing such anxiety to the inhabitants of late.

The baseball match which was played on the Bunker grounds yesterday afternoon between the Hillsides (Victoria), and Ladysmith, was robbed of a good deal of the interest which it would otherwise have attracted owing to the heavy downpour of rain during the game. Seven innings only were played and when the game was abandoned the Hillside team was leading by nine runs to seven.

The Princess May called in yesterday morning, and after coaling left again for the North, via Vancouver.

The steamer Venture arrived Saturday night for coal for Ketchikan.

Mrs. Thomas Kiddie, with her son, Mr. George Kiddie, left on the Princess May yesterday for Vancouver, on their way to Harrison Hot Springs.

The Selkirk, after discharging a cargo of Van Anda ore for the Tyee smelter, left again to bring down a cargo of Marble bay ore for the smelter.

The steamer Roanoke arrived yesterday for 400 tons of sacked coal for Nome, and the Titania is also in to complete her cargo of coal for San Francisco.

The Senator is due on Wednesday for about 500 tons of sacked coal for Nome.

Mr. John Jones, of the Abbotsford hotel, returned home last evening from Harrison Hot Springs looking the very picture of health and greatly improved after his course at the baths there.

PORT SIMPSON NOTES.

Port Simpson, Aug. 24.—(Special)—Mr. C. W. D. Clifford, member of the provincial parliament accompanied by his wife and daughter came to Port Simpson from Essington today. Mr. Vernon of the Omneca Northern railway is with Mr. Clifford on his visit to Port Simpson. These gentlemen are here looking after some of their real estate matters in this part of the province.

The fall term of the public school for the white children was opened last Monday, Mrs. Hallie Harding presiding as teacher. Mrs. Harding returned from Victoria on the last trip of the Princess Beatrice.

It is the conjecture of many people here that the point that will be selected for the terminal of the Grand Trunk Pacific will be at Big Bay, about ten miles below Port Simpson. It is well known that the harbor engineer who made the investigations for this corporation, recommended Brown's passage, and this point lies just in from this passage. There is plenty of ground for building a city, but it is all embraced within the Metlakatla and Port Simpson Indian reservation.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal.

FIRE IN PHILIPPINES.

Manila, Aug. 30.—Official reports of the fire that destroyed the town of Binang, in Laguna province, Luzon, does not confirm previous accounts of the heavy loss of life there.

FARMER'S FEARFUL DEATH.

Columbus, O., Aug. 30.—While he was carrying 100 pounds of dynamite in his buggy the horse of Ernest Webber, a prominent farmer living near Marseilles, O., ran away exploding the dynamite and blowing Webber and the horse and buggy to atoms.

ATLANTIC LINER IN TROUBLE.

Hamburg-American Steamer Phoenecia Reported Drifting in Mid-ocean.

Bremen, Aug. 30.—The North German Lloyd steamer Kronprinz Wilhelm, which arrived here today, reports having sighted August 27 the Hamburg-American line steamer Phoenecia, which left New York August 20, in latitude 45, longitude 34, apparently drifting. Enquiries made at the offices of the Hamburg-American Line Company in this city show that nothing was known there of the report made by the steamer Kronprinz Wilhelm. The Phoenecia has on board over seventy cabin passengers and about 170 passengers in the steerage. The point where the Phoenecia was sighted is about 1,300 miles from New York and is in the track of transatlantic steamers. It is probable that the Phoenecia's engines were out of order when she was sighted by the Kronprinz Wilhelm. No fears are entertained for her safety.

Commissioners at Westminster

Suggestion Made For Union Depot And Single Track Through City.

Reception Arranged For Lord Minto—New Bridge Soon Open For Traffic.

From Our Own Correspondent.

New Westminster, Aug. 30.—The Dominion railway commissioners arrived here this morning and were first shown about the city by the mayor and prominent citizens. The different railway routes into the city, as well as the New Westminster bridge, were inspected before the commission sat in the hall.

The first question presented was that of an application of the Vancouver, Westminster and Yukon Railway Company to rescind an order, made some time ago, compelling that line to use the present C. P. R. tracks in this city instead of building a parallel line. The evidence put in showed that it is the intention of the Hill road to erect a handsome station somewhere on Front street near the junction with Begbie, presumably the lots now occupied by Gilley Bros. as coal merchants. A suggestion was made of a union depot and a single track through the city, and this seemed to be approved by both parties. The matter was held over for a decision as to the question of the control of the interlocking switch tower at Sapperton, where the two railway lines cross.

At the meeting of the City Council last evening Mayor Keary reported that he had telegraphed Thos. Earl, representing Lord and Lady Minto, a cordial invitation to visit the Royal City. In answer he received a reply to the effect that the Governor-General and Lady Minto will arrive on Saturday afternoon at 5:30 o'clock and will leave again at 6:30 p. m. Their Excellencies will be presented with an address in the City hall, where a short reception will also be held. Afterwards, if time permits, they will be taken for a drive over the new bridge. There will be a guard of honor supplied by A and B companies, Sixth D. C. O. R.

A meeting of the executive committee of the local branch of the Lord's Day Alliance will be held this evening in the vestry of the Queen's Avenue Methodist church at 8 o'clock. Arrangements will be made for the mass meeting to be held on Sunday evening, Sept. 18, at which the Rev. I. G. Shearer, B. A., field secretary of the Dominion Lord's Day Alliance, will deliver an address.

The fishermen's sports this year will most likely be held a couple of mornings during exhibition week. The committee has quite a sum of money on hand left over from the celebration by 1902.

The senior lacrosse team have begun practices for their game here during exhibition week with the Nelson aggregation. It will not take the local aggregation long to get into shape again.

The new bridge will most likely be thrown open for traffic some time next week. Mr. F. C. Gamble, department of lands and works engineer, has intimated that the necessary formalities will probably be gone through very shortly.

Last evening at the council meeting a petition was read from over fifty ratepayers protesting against the erection by the Chinese of the city of a hospital on Agnes street, below Eighth street. It was claimed that this building will be a most undesirable acquisition to the west end and would necessarily lower the value of property in that portion of the city. The health committee will act at once.

NEWS NOTES OF THE DOMINION

Black Watch Band Welcomed—Lord Minto's Farewell at Owen Sound.

Toronto, Aug. 29.—The band of the Black Watch Regiment, numbering 53, including seven pipers, arrived here yesterday afternoon and were given a most enthusiastic welcome.

Walter McAllen, an Englishman from Manchester, is believed to have committed suicide at Hanlan'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.

Hamilton, Aug. 29—While going home Saturday night B. L. Hess Gadiner, of Ryckman's Corners, came across a man lying on the roadside, who said his horse had run away and that he had been hurt, and asked for assistance. When Hess was examining the supposed injured man, another man came along and hit Hess over the head, stunning him, whereupon the two men rifled Hess' pockets, securing $168. Hess was not seriously injured.

HEAVY FIRING HEARD.

Chefoo, Aug. 29.—The steamer Chinesua, which arrived here from New Chwang, reports that there was heavy firing at Port Arthur from 9 o'clock last night until 2 a. m.

Mr. Blair's Commission

Railroad Freight Charges Under Discussion at the Session Yesterday.

Tariff On Lumber Shipped to Northwest the Subject of Objection.

Manufacturers Association Expert Presents Case For the Lumbermen.

From Our Own Correspondent.

Vancouver, Aug. 29.—The Dominion government railway commission opened at the city hall committee rooms this morning, Hon. A. G. Blair and Dr. James Mills presiding; George Blair, acting secretary.

The first question taken up was the request from the Vancouver, Westminster and Yukon railway to cross the British Columbia Electric railway's tracks on Westminster avenue.

R. G. McPhillips, speaking for the electric railway, said he had no objection so long as the crossing was a proper one. An order for the crossing was made on the understanding that a day and night watchman will be provided, the same order to apply to the crossing at Park drive.

An extension of time was granted to the Yukon railway to complete the overhead crossing on Westminster avenue to the last day of 1905.

The lumber and shingle manufacturers then presented their plea for a reduction of freight rates on cedar lumber, shingles and sashes and doors. The case was presented by W. H. D. Miller, traffic expert for the Canadian Manufacturers' Association, who said that he had come 2,800 miles to be present. Mr. Greer, traffic manager of the C. P. R., was present, representing that company with counsel, and all the chief officials of the company. Mr. Greer said he was not prepared to answer arguments definitely, and both Mr. Blair and Dr. Mills suggested that in view of the fact that the company had had a copy of the complaint in its hands for months, there must be a misunderstanding somewhere. Mr. Blair stated that he thought the C. P. R. did not look upon the matter seriously enough. It was finally decided that the case be adjourned until Wednesday, when both sides must be ready for argument and sworn testimony. Mr. Miller's statement in brief was that the mountain mills got a straight rate of 33 cents on all classes of lumber to Winnipeg, whereas the coast mills paid 40 cents for fir, and 50, sometimes 52 cents for cedar. Lumbermen were selling cedar at less than fir and it cost 50 cents a thousand more to manufacture cedar. Mr. Greer replied that the rate was made different to mountain sawmills because the lumber was inferior, and cedar was not carried as cheaply as fir because cedar was lighter and as much could not be placed in a car as was the case with fir.

Mr. Miller also asked that the same freight rates be applied to shingles as to lumber, as they often come from the same mills and were always manufactured in the same section and from the same material as lumber. He also asked that sashes and doors be carried in less than carload lots for 55 cents, the price being now 75, as carload lots could not be marketed and less lots could be fitted into space always left when a car is completely loaded with lumber.

Mr. Blair read from a document that had been sent to the government in June regarding this last question and also to the railway.

Mr. E. P. Davis, for the C. P. R., suggested that there had been a misunderstanding and that the matter be adjourned.

Mr. Miller accused the C. P. R. of sparring for time. Mr. Blair stated that he was not satisfied, but nothing could be done with the case in its present shape. Mr. Miller on behalf of the Canadian Manufacturers' Association and the Vancouver Board of Trade, then presented the question of transcontinental rates to the committee. The C. P. R. through Mr. Greer stated that for the same reason he could make no reply to the statements.

Mr. Blair decided that as no sworn testimony was necessary the case could be presented in documentary form on both sides and considered at Ottawa.

H. McNeill, president of the Board of Trade followed Mr. Miller in fully presenting the case. In brief it was to the effect that the C. P. R. was charging an arbitrary rate of 5 cents per 100 pounds on all commodities more from Eastern Canadian terminals to Canadian Pacific coast terminals, than was charged from eastern American points to points on the coast on the American side. Besides this, goods crossing the continent in the United States had to pay an arbitrary rate of 5 cents a 100 more if they crossed the line after getting to the coast.

Walter Black, a stone mason living here, wandered away from his home on Mount Pleasant on Monday last during a fit of temporary insanity and despite the most diligent search was not found until Sunday night. He was then discovered in an empty shack at Aliceville, a summer camping ground near Port Moody. He was conveyed to the hospital at New Westminster as quickly as possible, but died there this morning from exposure and starvation, deceased not having had any food since he left home. He was about 54 years of age and leaves a widow and a grown-up family. He was a native of Lanark county, Ontario.

At the Jockey Club meeting tonight the 7th and 8th of October were set for the fall meet. These dates were arranged so as not to conflict with the Victoria meet. It was decided to hold a free-for-all trot, the first to be held here. Kattie Putnam, the Victoria horse, will enter.

Park commissioners granted to the Trades and Labor Council tonight the Cambie street grounds for a carnival, under the same management as that conducting the Seattle carnival.

KETTLE VALLEY RAILWAY.

Grand Forks, B. C., Aug. 29.—The preliminary survey in connection with the proposed North Fork extension of the Kettle Valley Railway Company has reached Lynch creek, 18 miles north of this city. Following the first corps of engineers is a second party, which is making the permanent location, which has already been completed for 12 miles to the Volcanic and Golden Eagle mines. H. W. Warrington, general superintendent of the Kettle Valley road, states that the survey will be extended north this fall 45 miles to Franklin camp, and that the work of construction will be started early next spring.

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Dr. Chase's Ointment

Searching For A Termi

Grand Trunk President and Sail North to Spy O the Land.

Mr. Hays Refuses to Co Minister's Statement A Construction.

Vancouver, Aug. 29.—The Trunk Pacific party arrived by train at 10:30 this morning, t Grand Trunk passenger trai pulled across the continent over P. R.

Although many distinguishe were of the party the centre of tion was Charles M. Hays, presi the Grand Trunk Railway. F newspaper standpoint, however Hays was a disappointment, as only declined to answer question cal and general interest asked reporters, but made a deliberate to avoid them. When asked Colonist representative if he wo swer a few questions of interest province in connection with the al transcontinental road, he rep relevantly that it might be stat every member of the party was ed with the trip and that he wa a western man then ever. "You he continued, "I am a western m am enthusiastic over the splendid bilities of this country."

He was asked by the Colonist spondent, as he stood at the car he would mind saying if the sta made by Mr. Prefontaine that co tion on the G. T. P. would com and be carried on simultaneously both Winnipeg and Vancouver. swered: "This is a very large q and you have given me too big tract. Here is Mr. Morse, vice dent of the road. I always refe questions to him."

Mr. Morse was introduced but r ed that the last time he was coast he was misrepresented in he said to the press.

As Mr. Hays was on the statio form surrounded by his part friends in Vancouver he was as he would grant an interview lat The Colonist representative stated that the company had had a copy of the complaint in its hands for months, there must be a misunderstanding somewhere. Mr. Blair stated that he thought the C. P. R. did not look upon the matter seriously enough. It was finally decided that the case be adjourned until Wednesday, when both sides must be ready for argument and sworn testimony. Mr. Miller's statement in brief was that the mountain mills got a straight rate of 33 cents on all classes of lumber to Winnipeg, whereas the coast mills paid 40 cents for fir, and 50, sometimes 52 cents for cedar. Lumbermen were selling cedar at less than fir and it cost 50 cents a thousand more to manufacture cedar. Mr. Greer replied that the rate was made different to mountain sawmills because the lumber was inferior, and cedar was not carried as cheaply as fir because cedar was lighter and as much could not be placed in a car as was the case with fir.

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