### BON TO THE PARTY OF THE PARTY O

Schooner E. B. Marvin Returns from Sealing Grounds With a Small Catch.

Missing Bark Lake Leman Reported Safe.

i set This be a supposed and i.

The Canadian-Australian liner Warrimoo arrived at seven o'clock yesterday evening, making another very quick trip. She left Sydney on Sept. 10 at 4:30 p.m., Capt. M. C. W. Hepworth, R. N. R., in command. Suva was left on September 16 and Honolulu on the Nova Scotian, and Arthur Matthews. 28th. The R. M. S. Miowera was passed on September 20th bound southwhat light, and the second saloon was she had then 500 skins on board, and on almost all taken up. Both lists follow: the same day he picked up two boats of R. W. Shire, J. H. Hurst, Miss Macdon the Florence M. Smith, with four men ald, Mr. and Mrs. James Dick, G. Cavenagh-Mainwaring, Miss de Stokar, C. Mrs. J. B. Powell, Mrs. W. E. Gibson, the men were picked up in time. J. Cameron, R. L. Bird, H. C. Jex, W. Gardner, J. M. Folkman, T. J. Morgan, Nelson, Miss Carter, A. Belasco, S. G. morning with 277 skins She left Mulholland, W. Hill, Law Chum, C. Behring Sea on Sept. 17. Stormy weath-F. Schermerhorn, W. A. Gleason, W. er was experienced during the major L. Disley, J. Armstrong, Mrs. Miss and portion of her cruise. Twelve barks Master Markle and H. F. Heuss.

best known of the passengers. He is S. revenue cutters, who overhauled her a medical graduate of Yale College and skins each time. On the day she was is returning from a tour of investigation | visited by the Corwin, Sept. 3rd, the Corthe antipodes. R. W. Shire is a Queens- D. Rand and she had said she was lander, who is about to commence a tour among seals very thick but did not say of Canada and the United States, and how many skins she had on board Seals G. Cavenagh-Mainwaring, a South Austhis year, Capt. Shields said, were very tralian judge, who has lately come into scarce on the south side of Pribyloff by the decease of a relative.

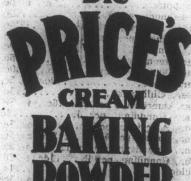
vessel on her arrival at Vancouver, a one of the boats of the schooner Flori series of promotions will take place. First Officer Morrison leaves for England to bring out the SS. Orang, which | fog in Behring Sea, having been at sea is to be the third of the Canadian-Australian liners. She is a 3000-ton vessel and has for years past plied between London and New Zealand. She has She has undergone a thorough overhauling, her boilers have been moved and replaced and in all ways she is being equipped in the most modern manner. The new liner is a larger vessel than either the Miowera or the Warrimoo. It is thought that she will enter the Canadian-Australian service at the beginning of the com

The first of E. B. Marvin & Co.'s ers arrived hon from Behring sea this morning. She is The Umatilla is careened over on that the E. B. Marvin, in command of Capt. side preventing any investigation except Harris. The Marvin left the sea on with a hook. It is probable that the Sept. 16th and experienced rough weath- cargo will be shifted to throw the veser all the way down. A portion of her sel over on the port side, so that examrigging was carried away, but the staunch schooner rode the heavy seas without further damage. The straits braced and bulkheaded to prevent damwere reached resterd in, and in the af- age should a storm arise. The board ternoon Captain Harris telegraphed from Neah Bay the arrival of the The captain further corrobcrates the story of continual stormy weather in the sea during the entire sea son. For days at a time neither boats nor canoes could be lowered with safety, This accounts for the Marvin's small catch of 251 skins. The schooner carried white hunters both on the Japan coast and in the sea. Capt. Harris re-ports some later catches than those brought down by Dr. Jordan. They are in the main of a more encouraging hature. The Favorite. Capt. Maclean. which was top-liner on the West Coast. in all probability occupies the same position in the sea: U.S. cutter Wolla cctt spoke her on Sept. 9 and she then had 1025 skins. Other large catches reported are: Sapphire, 925; Triumph, 800; Annie C. Moore, 925; Mary Ellen, 514; Carrie C. W., 825. The Ariel was reported on Sept. 1 with 400 skins, and earlier in the season the Carlotta Cox with 229 and the Ida Etta with 314. Captain Harris also heard a rumor that on the 29th of August, the C. D. Rand left for Vancouver, having had some trouble with her Indian hunters.

Port Townsend, Oct. 2.- Chilean bark Lake Leman, which collided with the Italien bark Lazzaro, ten days ago, off Cape Flattery, and for the safety of which great fears were entertained, has been spoken by several vessels off the Washington coast. On account of the Lazzaro reaching port the day after the accident happened, it was thought that the Chilean vessel had gone ashore on Vancouver island. The damage sustained by the Lake Leman is unknown. further than that she was capable of fulfilling her usual sailing qualities. She is expected to reach port in a day or

Portland, Or., Oct. 2 .- The steamship

Awarded Highest Honors-World's Fair



MOST PERFECT MADE pure Grape Cream of Tartar Powder. Free an Ammonia, Alum or any other adulterant 40 YEARS THE STANDARD.

ried away one of the largest flour car-goes that ever left here for China and goes that ever left here for China and Japan, the total amount being over 30,000 barrels, valued at \$84,577. She also carries 8,306 bushels of wheat, valued at \$4,485, for Nagasaki and Kobe. Of the flour shipments 22,315 barrels, valued at \$61,365, were for Japanese ports, Nugasaki, Kobe and Yokohama; 8,088 barrels, valued at \$21,837, were for Hongkong, and 500 barrels, valued at Warrimoo Arrives from Australia- \$1,375, were in transit for Australia. The steamer also carried 600 bales of cotton for Osaka, Japan.

The sealing schooner Agnes Macuonald, Capt. Cutler, arrived last night, making the run down from Behring Sea in 11 days, leaving on Sept. 21st. has on board \$27 skins, 545 of which were taken on the Japan coast. There also two hunters were lost on May 11 fortunate men were Aubrey Jones, a Nova Scotian, and Arthur Matthews. Sixty miles west by south of Cape Flat-tery she spoke the ship Senator, 49 days The Warrimoo also passed the from Callao for Royal Roads, which Kenyon, of Liverpool, steering wished to be reported Scale Cant passage. She landed about the average cutters, the says, overhauled his skins, amount of freight at the outer wharf. pulling them out of the salt four times The saloon list of passengers was some- On September 15 he spoke the Beatrice who had lost their schooner in the fog. Next morning, however, she was sighted Hennings, J. R. Renton, Miss Wight, and the two boats' crews went back to W. G. Singlehurst, Mrs. and Master her. One of the Agnes Macdonald's Long, J. Loughnane, C. W. Gaskill, boats capsized also in Behring Sea, but

The sealing schooner Vera; Captain W. Linford, Miss Whitney, D. A. Shields, arrived in port at 1 o'clock this were passed in the straits inbound. The Mr. J. H. Hurst is probably one of the Vera was visited eight times by the U. of the tick disease and rabbit plague in | win's captain said he had spoken the C. possession of a large estate in England | Islands, but thick on the northwest end. They are very wild and it is hard to As First Officer Morrison leaves the get near them. The Vera brought down ence M. Smith, and two of the men of that schooner. They were lost in a for two days when picked up, they being then lost from the schooner Oscar and Hattie, which had previously picked them up when they had lost sight of the Porence M. Smith in the fog,

The officers of the steamers City of Topeka, which arrived this morning from the Sound, reported that the Umatilla was still resting easily and they expressed the opinion that she would be floated. Although the exact nature of the injury cannot be ascertained. Diver Benjamin has convinced himself that the principal break is in the bottom of the ination and repair work will be easier. The entire after end of the ship has been of survey completed its labors last night, but refuse to divulge the findings.

Included in the Cattagong's cargo is shipment of one thousand tons of tan bark, the first to be sent across the Pacific. Speaking of this shipment the Portland Telegram says it means the opening of an immense market to the hemlock tanbark industry of the northwest, and one which promises in the near future to give employment to many hundreds more men than are at present engaged. With the great amount of hemlock timber scattered along the North Pacific coast between here and Alaska, should a demand be created in the Orient for this necessity to the tannery, it, would mean the starting up of numerous camps and the utilizing of millions of feet of timber that otherwise would not be touched for decades to

The Quadra returned to Victoria this afternoon, after supplying Race Rocks fog station with some more fresh water for the alarm. The weather during the trip was exceedingly foggy, and through this cause and the swift currents eddying around the rocks, this very necessary duty was most difficult and dangerous. The last lot of water was not exhausted ! when the new supply was landed, consequently the fog whistle at this important station has not been stopped for want of water. The light keeper reported yesterday, when visited, that he had been sounding his whistle constantly for nearly three weeks, day and night.

The repairs to the O. R. & N. steam ship Chittagong will probably be com-pleted, by the Albion Iron Works on Monday, when the steamer will leave the drydock and proceed on her way to

Royal Roads from Shanghai last even-She is awaiting orders. The Drumlanrig was also towed to Port Angeles last night by a Puget Sound

Bark Embleton, salmon laden for the nited Kingdom, was towed to sea this norning by the tug Sea Lion.

Ministers, Lawyers, Teachers, and others whose occupation gives but little exercise, should use Carter's Little Liver Pills for terpid liver and billousness. One in a dose, Try them

There are at least 200 horse butcher shops in Paris. The first one dates from July 1, 1866, since when the consumption has grown continuously.

Croup Quickly Cured. Mountain Glen, Ark,—Our children were suffering with croup when we received a bottle of Chamberlain's Cough Remedy. It afforded almost instant relief.—F. A. Thornton, This celebrated remedy is for sale by all druggists. Langley & Henderson Bros., wholesale Langley & Henderson Bros., wholesale only 25c.

Officials Deny That the Race Rocks Fog Alarm Was Silent dion Tuesday. 00.01

Marine Man Tells How it Will be Possible to Float the Steamer.

A Port Townsend special to the Seat tle P.T. says: "A series of unfortunate events is responsible for the disaster to the steamship Umatilla. The two principal causes were that the fog whistles on Point Wilson, two miles from Port Townsend, and at Race Rocks, just below the entiance to Victoria harbor, were not blowing. These facts are subbark Kenyon, of Liverpool, steering northeast by north, which asked to be reported "all well," and a four-masted ship in ballast, twenty miles west of Cape Flattery, inbound, which showed her number as "N. D. R. P." Fine weather was experienced throughout the ward run. The United States revenue water was exhausted, and that it was impossible to get up steam. That is the excuse, too, given by the British keeper en Race Rocks, it is said. On account of the long period of dry weather, and the unusual amount of foggy weather, the unusual amount of foggy weather, the water was exhausted. Admitting icitor Mason looked after the interests that to be true, the keepers did not give of the city. The plaintiffs now apply notice to that effect to the hydrographic office, newspapers or ship masters Capt. Clements, of the City of Kingston, who makes nightly runs across from Victoria to Puget Sound ports, makes a positive assurance that the whistles at Point Wilson and Race Rocks were not blowing! Other captains confirm the statement. Lately it has been frequent ly said by masters of incoming vessels passing Point Wilson during thick

weather that the whistle was not being

sounded. Another, probably the most

cerious, was the neglect on board the

Umatilla to take the precaution while

crossing from Victoria to close the

doors leading from one to another of each of the five compartments. If that had been done it would have been al

most an impossibility for the ship to

have been on the verge of foundering in such a short space of time." Captain Gaudin, agent of Marine and Fisheries was seen to-day regarding the statement made by Captain Clements of the Kingston, and others to the effect that the Race Rocks fog whistle was not blowing because the supply of water had become exhausted. Captain Gandin says that Race Rocks had a sufficient supply of water to keep the whistle continually blowing on Wednesday last, as he could hear it distinctly from his office in the custom house building. Owing to the unusual drought this season, water had to be taken there several times by the Quadra, but Keeper Eastwood can easily notify the department by telephone from William Head when the supply has run low. On Wednesday a telephone message was receivwith a supply, which will last for sev-

eral weeks. At latest reports the Umatilla was company esting easy about 1,000 feet from the lighthouse. The bow is resting on a sandy bottom, beneath which are many boulders. As far as possible the machinery is being dismantled and removed from the ship. Though the utmost efforts have been made to locate the exact spot where the iron plates were ripped off the keel, every effort was unsue cessful. The chances are about three out of five that the holes will be located and patched up sufficiently for the steamer to reach a drydock. In any event, from the present indications her regains will cost anywhere from \$7,000

to \$25,000. An experienced ship master who visited the wreck said: "It will be necessary to locate the exact spot where the plates were torn off, and which the officers think is fully twenty feet long, on the keel amidships. In all probability the leaks are in the three middle compartments, which will intensify the difficulty and add danger to the vessel. The fore and aft compartments must be pumped out, and then powerful pumps, like those owned by Moran Bros., which will throw out over 200,000 gallons of water a minute, must be put to work in the other compartments. As soon as the water goes down the holes must be quickly and substantially fastened. Then with powerful tugs alongside, she must lose no time in getting on a drydock."

If an ocean swell or a gale comes up from Cape Flattery, the Umatilla is almost certain to be damaged beyond re-

## WHY SUFFER WITH PILES?

Dr. Chase's Ointment Will Cure Them at Cost of but 60 Cents.

Pifes, scrofula, eczematic eruptions, scald head, salt rheum and all other annoying and painful skin diseases can be easily cured by Dr. Chase's Ointment. "I had protruding piles for ten years," writes H. H. Sutherland, commercial The British ship Holyrood arrived in traveller, of Truro, N. S.; "tried many remedies and had doctors operate. It was no use. Was completely laid up at times. Chase's Ointment was recommended to me by Mr. Brennan, of the Summerside, P. E. I. Journal. I tried t and one box completely cured me." Mr. Statia, the editor of the Streetsville, Ont., Review, gives this unsolicitaed testimonial under date of Nov. 6. 1895: "Half a box of Chase's Ointment cured my daughter of eczema. That was six months ago and there has been no reappearance of the disease."

T. Wallace, blacksmith, of Iroquois. Ont., was troubled with blind itching piles for twenty years. 'I tried every remdy that came out in vain." he writes, 'until I tried Dr. Chase's Ointment. It was a Godsend. One box cured me." All dealers and Edmanson, Bates & Co., manufacturers, Toronto. Price 60c.

Linsed and turpentine are every moth-

The Powder to be Removed From Bea-

The Times' Ottawa correspondent elegraphs that the minister, of militia has issued instructions for the immedlate removal of the powder from the magazine in Beacon Hill Park. Lieut.-Col. Peters corroborates the information and says he expects that all the powder will be removed in a week's time. Some of it will be sold and the balance will be removed to Nahaimo and stored there. After that the old magazine can be used by the city for a less dangerous purpose, or it can be pulled down altogether. The building is of no value

Argument on Tramway Company's Application Heard in Court To-Day.

Question Whether, the City Must Make the Bridge Fit to Carry the Cars.

This morning the motion for an inunction in the Consolidated Railway Company's action against the city was argued before Mr. Justice Drake. E. P. Davis, Q.C., of Vancouver, appeared as for an injunction restraining the city from going on with the Point Ellico pile bridge, because as at present contemplated it will not be strong enough for street railway traffic. The affidavit of City Engineer Wilmot showed that another truss would be needed before trams could cross in their ordinary course in safety

'Mr. Davis argued that as under the agreement the company had the right to run over the bridge, therefore there was an implied obligation on the part of the city to construct the bridge strong enough to accommodate the street railway! traffic. Further the new bridge would be in the way in case the company wanted to build their own bridge, and would be an obstacle in the high-Mr. Mason said that had the company

ome forward at the proper time the bridge might have been altered so as to allow the cars to run over. His lordship said he did not see that the old injunction prejudiced the city at present, as Mr. Elworthy's was stand-

ng. but Mr. Mason said that was practically arranged; Mr. Mason then said that they wanted some assurance that the cars will not be overloaded, and his ordship said that rather implied that the corporation had got auto a had agreement, but they could not alter at on that score.

His Lordship remarked at this stage of the proceedings that if the corporation were proceeded against by indictment by a ratepayer there would be a very good chance of compelling them to repair or rebuild the old bridge, and Mr. Mason replied amidst laughter that the question is whether or not they have ed from Mr. Eastwood to the effect that any title to the bridge, and the city does day following the Quadra went down urged that the extra cost occasioned by making the bridge strong enough for the street car traffic should be borne by the

Mr. Davis then suggested that to avoid delay he was willing that judgment be delayed on the arrangement that the trams be allowed to cross the bridge and that the extra cost be paid by the company in case it was so de-

cided on the trial. His Lordship said the only way that could be done was to change this motion into a motion for final judgment, and this could be done as there was no other ease to come before the courts It was the lonly point, and all the parties would have the right to appeal as from a final judgment. LorMr. Davis then withdrew plaintiff's claim for damages and Mr. Mason consented, but stated that of course the city's right to claim damages from the company for injury in the operation of their line as provided for by section 26 of the agreement. Judgment was reserved, and block for

HILLS' MEMORIAL

Dedicated Last Evening by His Lordship, Bishop Perrin. At the annual harvest festival services which were held yesterday evening at Christ Church Cathedral, Bishop Perrin dedicated the carved oak reredos, pulpit and choir stalls erected as a memorial to the late Bishop Hills. Although the church was profusely decorated with flowers, harvest fruits, etc., the new woodwork was left uncovered so that showed up to the best advantage. When the choir had reached the chancel they ceased to sing the processional hymn and Bishop Perrin proceeded with

After the dedication ceremony the thanksgiving services were proceeded with, Rev. Canon Beanlands being as-Mr. Flinton, Ven. Archdeacon Seriven preaching the sermon, during which he referred to the double object they had in gathering together, namely to offer thanksgiving for the harvest and also to dedicate the memorial to the first Bishop of British Columbia, Bishop

After twenty years' ministry in England, at Leeds and afterwards as Vicar of Great Yarmouth, the late Bishop had come to this province, the whole of which then formed one diocese. In 1879 Bishop Hills succeeded in having it divided into three dioceses, a desire for which he labored until he saw it accomplished. Finally, thirteen years after that date he retired, being then 76 years of age, an age at which the major portion of men would be glad to cease their labors. It was not so, however, with the late bishop, for on his return to England he took charge of a small country parish under a bishop who at ae time was one of his clergy.

Purify your blood with Hood's Sarsa-parilla, which will give you an appetite, tone your stomach and strengthen your

ROYAL Baking Powder. Highest of all in leavening stron oth. U.S. Ocvernment Report

Highest of all in Leavening Power.—Latest U.S. Gov't Report

# BSOLUTELY PURE

B. M. S. Satellite and Icarus Arrive in Esquimalt From the Behring Sea.

Further Particulars of the Sad Drowning Accident-Sealers Returning Home.

H.M.S. Satellite arrived in Esquimalt harbor early this morning and a few hours later the Icarus cast anchor alongside. Both the war vessels have returned from patrol duty in Behring sea, the Satellite leaving Ounalaska on Sept. 21 and the Icarus a day later. The United States cutters Perry, Corwin and Wolacott left Dutch Harbor the same day as the Satellite, leaving only the Bear in Behring sea. The Icarus reports stormy weather in the sea and consequent small catches among the sealers. So terrific were the storms that the learns had one of her large boats smashed while its crew were trying to board the ship. The waves came with such force that before it could be hoisted it was dashed against the side of the vessel and badly shattered. The officers report that the winds of Dutch Harbor are of a peculiar and very dangerous nature. Squalls spring up without a moment's notice, churning the sea to such an extent that it is almost impossible for a small boat to ride the waves. Several boats from the Icarus were swamped and their occupants thrown into the water, but happily without loss of life or damage of any kind.

Particulars of the sad drowning accident in Dutch Harbor brought down by the Satellite in the main corroborates the story already published in the Times. The list of the victims published, was accurate, with the exception that Gateral and Cronwell should have been Gatrell and Crundwell. It appears that when the storm blew up, the petty officers in the dingy made for shore and succeeded in getting their boat safely on the spit. They could be seen from the ship and the galley was sent to take them off. The dingy was left on the beach and all left for the Satellite in the galley. As it was getting dark a light was sent out on a rope to a distance about 400 yards astern of the ship. the English champion runner, defeated From Seaman Hill, the only survivor, it was learned that the men in the gal- three mile run this afternoon on the lev pulled with a will against the most violent squalls which seemed to sweep neff retired after covering 1 mile and the water up in large volumes. Their 300 yards. Time 15 minutes, 25 secboat almost filled with water. The task of pulling to the ship became more and of three events for a \$500 purse for more difficult. Spurred on by the words each race, in which Bacon and Conneff

yards from the ship, and about 100 yards from the light. The men were now completely exhausted and could pull no further against such a sea. Lieutenant Heyman then decided to turn the boat around and make for shore again. The galley was successfully turned, twenty strokes were taken towards the shore, when one of the dangerous squalls seemed to pick the boat out of the water and turn it over. The last order Seaman Hill heard from Lieutenant Heyman was for all to stick to the boat as she would not sink and would drift to shore. Hill secured an oar and made the shore. Poor Blake, whose body was recovered, succeeded in getting almost to the shore, but evidently became too exhausted to make the landing. His body was buried in the cemetery in the village of Ilulieuk, just outside of Ounalaska. Although deligent search was made for the other bodies and every known means used to get them to the surface, the efforts were unsuccessful. The waters of Dutch Harbor are very deep, and old residents of Ounalaska say that these waters have never been known to give up the

dead, although a number have perished The Satellite spent the greater por tion of the season near the Copper islands, but saw no schooners while there. The ship had members of the Behring sea commission on board while there. All the members of the commission have returned with the exception of the dedication, solemnly dedicating the handsome memorial to the late Bishop's staff. He is still on the Pribyloff Lard, 10c. per lb. islands and will return by the U. S cutter Bear.

Just before the Satellite left Oun alaska quite a ficet of sealing schooners sisted by Rev. Canon Paddon and Rev. had arrived there for water and their Coffee, 25c. per lb. guns preparatory to leaving for home. As far as the officers knew those anchored there were: Ada, Arietas, C. D. M. M. Tea, \$1.35 5 lb. box. Rand, Doris, Labrador, Mary Ellen, Minnie. Sapphire, Venture and Zellah May. They knew nothing regarding the actual catches of these schooners. H.M.S. Pheasant is expected to arrive Choice Black Tea, \$1.00 per box. nome at any time. She left Ounalaska

for Sitka on the 12th ult., and she was Granulated Sugar, \$5.00 per cwt. going to remain there only a few days. Both men-of-war encountered rather boisterous weather all the way down. The Satellite sighted a large four-masted ship and a three-master yesterday afternoon. They had a fair wind and were evidently bound for the Sound. The only one answering the description of the Lake I eman sighted was a vessel off Barclay Sound, but she was too far away to make out her name. Both ships are likely to remain at Esquimalt for some time.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

SALE OF SLOCAN STAR. The Owners Have Been Offered Two and a Half Millions

The largest mining deal which has taken place in this country for a ber of years will be consummated short time, and the celebrated Star silver mine will pass into hands of a syndicate of eastern lators, says a Milwaukee dispatch mine was under option for \$2.9 last week, and the deal was closed when the option expired owners refused to extend it. An now made of \$100,000 for another tion at an advance in the purchase of \$250,000. This brings the figure mine is held to be worth up to \$2.5 000, but even at this the owners appear to be in a hurry to part with operty. The controlling interest this mine is owned by Angus Sm Milwaukee. The mine is in British ambia, in the Kootenay district. In 1892 or thereabouts a syndi headed by Mr. Smith sent a prosper party to the district and purch great portion of the land. Then Slocan Star was opened, and shortly ter Mr. Smith bought the holdings of by associates and secured the co interest. The mine is held to be the finest mining property in that try, and notwithstanding the low marke price of silver is able to keep on produ ing at a profit. The property two dividends aggregating \$250,000 and Mr. Smith said this morning that the company has at the present tim \$100,000 in the bank available for divi dend purposes.

-A few weeks ago the editor was taken with a very severe cold that caused him to be in a most miserable condition. It was undoubtedly a bad case of la grippe and recognizing it as danger ous he took immediate steps to bring about a speedy cure. From the adver tisement of Chamberlain's Cough Rem edy and the many good recommends tions included therein, he concluded make a first trial of the medicine. say that it was satisfactory in its result is putting it very mildly, indeed. It act ed like magic and the result was speedy and permanent cure. We have no hesitancy in recommending this ex cellent Cough Remedy to anyone afflict ed with a cough or cold in any form.-The Banner of Liberty, Libertytown, Mary land. For sale by all druggists. Langley & Henderson Bros., wholesale agents Victoria and Vancouver.

ENGLAND SCORES ONE. Dublin, Oct. 3.-Krederick E. Bacon Thomas P. Conneff, American, in a onds. The race is the first of a series of Lieutenant Heyman, the men suc- are to compete. The second race is t ceeded in pulling the boat to within 500 take place at Manchester, distance, one mile. The third race, distance, two miles, may take place at Glasgow.

## SOAP. **PICTURES WRAPPERS**

12 "Sunlight" or every 6 "Lifebuoy" Soap wrappers. These pictures are well worth

getting. ADDRESS:

LEVER BROS., Ld. 23 Scott St. Toronto. ~~~~~~~~~~~~~~~~~~~~~~ C. R. KING, Victoria, Agent for British Columbia.

Hams, 15c. per lb. Pure Coffee, 40c. per lb. Victoria Flour, \$4.25 per bbl. Ogilvie's Flour. \$4.75 per bbl. Dry Salt Bacon, 9c. per lb. \$8 per cwt. We are giving 35c. per dozen for strictly fresh eggs in trade.

LE The above Prices are Strictly Spot Cash.

R. H. JAMESON,

33 Fort Street, - - Victoria, B.C. J. PIERCY & CO.

WHOLESALE DRY GOODS.

BLANKETS, FLANNELS, UNDERWEAR, UMBRELLAS and WINTER CLOTHING . . . . . .

VICTORIA, B. C.

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Meeting Held at day in the Int Strik

Winnipeg, Man., vas held in Selkirk h nterest of the peeches were made istant chief of the ra Revs. Pedley, Walke rmen Craig, Black a strike situation ere. If anything gaining ground, as so eturning to work in he claims of the str In an interview, Ge

ent Whyte said: romise. The m early, last week of heir return to worl nave not deviated in then from their line een putting men to and every place that man will remain fill the management have sider applications the be allowed to go to w of the strikers com render their re-enga The train service We have qui freight trains moving er will be increased The officials say the slightest difficulty in operators they want, ays will be required tions, because only t men will be emplo telegrams are now acc cipal points along th ne west to Vancou Portage, Port Arthur all offices in Ontario service to officers alor railway are interr

Toronto, Oct. 6.-C ral supposition, Mr. town last night, tho tised to speak at the of meetings of the rai organizations were he luring the afternoon the proceedings were ever, it is inferred that is to be called off imm eral strike ordered. emote chance of the If the strike is called condition of arbitrat ompany and telegrap The C. P. R. offic strike is nearly at an difficulty in the way of places is the hostility of men replacing the Intreal and London stables are distributed ompany's new emplo considerable accumu the junction yesterday. by the Globe that the tee at Ottawa offer to report that the C. P. G. T. R. to handle so has introduced the que not in the event of authorities interfering R. a strike would

Vancouver, Oct. 5 .change in the strike telegraphers say that trary rumors the stri irm. The railroad word to-day that the Milestone division had wires received by the say: "Not a man Milestone. The brother by us to the end. Pa oress reports or rumo None of the strikers the Pacific division. men have been put on St. Paul, Minn., Oct special to the Dispatch rators' strike is still pect of an early settle pany have been engag outh, but the strikers paign fund and have s all cases in inducing oin them. At some thy of the people with intense that they have men away. Business pled that the tie-up

THE STRIKE Grievances to be Refe of Arbitra

Advices were receive telegraph office this me fect that the dispatche been settled, the men r and the difference bet the company to be refe of arbitration. This is the company, who have that they would have no the strikers, but would with new men. The fo d Press dispatch was

Montreal, Oct. 7.— strike on the C.P.R. strikers, with the except e-instated. The exact ment are not known ye