CHINA FLEET OF FOUR HERE TO-DAY

THREE HAVE ALREADY REACHED THIS PORT

Tartar, Riojun Maru and Empress of India Here This Morning—Mohican Is Safe.

This is Oriental day on the water front. No less than four big trans-Pacific liners should be at the outer wharf during the day, of which three have already called, two inward bound and one outgoing. The Tartar, of the C. P. R. line, headed the fleet this morning, when she arrived from China and Japan with cargo coming from scores of points in the Far East, and with a small number of passengers. Her saloon list was composed of Capt. W. N. Coalin, R. N., and wife, Miss I. Longstreet, R. Roy, Lorenz Sturm and Miss Lilian White. Twenty-four Chinese for Victoria also came on the steamer, in addition to many destined for points on the Mainland. The steamer left Yokohama on the 1st and has made a fairly smart trip.

Following her in port was the Riojun Maru, of the Nippon Yusen line. She came in from the Sound shortly before noon, and will receive here a number of Chinese and Japanese passengers, and in the way of cargo 50,000 feet of sawn timber to be used in the construction of boats at Hongkong. The shipment is the product of the Sayward Lumber Co., and is consigned, it is understood, to different Chinese firms. The Riojun has a full cargo from the Sound. She is taking back to the Orient the Japanese stowaways who came over on her. During her stay at the outer wharf special guard was kept over them to prevent a possible escape. On arrival at Yokohama they will be held responsible for leaving Japan without the customary passports.

The Empress of India, the third liner to reach port, passed Carmanah inward bound at 6.30 a.m., and arrived at the outer wharf early in the afternoon. Of the cargo and passengers she brings reference is made elsewhere in this issue. The Iyo Maru, the other liner referred to, should be here this evening, she having been due this morning.

MOHICAN IS SAFE.

"The United States training ship Mohican, concerning whose safety the gravest fears have been felt for ten days past, is afloat and all on board well," says the Seattle Post-Intelligencer. "She arrived at Dutch Harbor June 28th. The vessel was then 39 days out from Yokohama. She sailed into Dutch Harbor out of fuel and with her food supply well nigh exhausted. Three days more would have seen those aboard face to face with starvation. But for her sail, with which she is almost as liberally supplied as a full fledged wind jammer, disaster would have overtaken her.

"The Mohican left Yokohama bound for Honolulu direct. She was only a day or so out when she encountered head winds of great force. Then she was driven out of her course. She battled with the elements for days. Finally her coal gave out. A steam vessel forced to the dire extremity of sail, she beat around onto what is known as the Great Circle course, and that took her to Dutch Harbor. Had she attempted to sail to Honolulu her destination, death by starvation could but have been the appalling consequence. Probably not a soul would have survived.

"The news of the Mohican's safety and the replenishing of her food and fuel supply, sailing June 23st for Honolulu from Dutch Harbor, was brought by the officers of the steamship Oregon. By this time doubtless the Mohican has reached Honolulu, her original destination."

SOME YUKON FREIGHTS.

Considerable freight will be leaving here for northern points on the different steamers sailing to-night. The Princess Louise, for Northern British Columbia ports, and the Amur and the Cottage City, for Skagway, are all scheduled to take their departure to-day, and each will carry much cargo. Into the Princess Louise the steamer R. P. Rithet is unloading 2,500 empty salmon cases to-day, which came from the Automatic Canning Company, New Westminster, and are being sent north to the Skeena. In addition the Louise will have considerable miscellaneous freight. Among her passengers will be Judge Lowell, Miss Bristol, R. Cunningham and MacCroskl. On the Amur local merchants are shipping about 60 tons of general suplies to Yukon stations. A good freight is also waiting the Cottage City. She will arrive from the Sound to-night, and after receiving the Victoria freight and passengers will proceed north. In connection with the sailing of the C. P. N. liner it might be stated that the $40 excursion rate which is to be given on the Amur and Princess May does not go into effect until the 27th inst. and the 4th of August respectively. Passengers availing themselves of these excursions will have every privilege aboard ship bestowed on them. The steamers will be held at least a day at Skagway, and those wishing will have an opportunity of seing the sights along the White Pass & Yukon railway, or over an important section of the road. The steamers will call at Ketchikan, and everything possible will be done to make the voyages interesting and pleasurable, the idea of the management being to popularize the route from a tourist standpoint.

THE PORTLAND'S TRIP.

Steamer Portland has returned to Port Townsend from Nome. Her voyage, says a dispatch, was without incident until the morning of May 7th, when the vessel, in 50.15 north and 168.02 west, came upon slush ice. This did not impede the vessel's progress materially, however, and she made good headway until on the morning of the 10th she found herself caught in the ice, which thickened so rapidly that escape by the back track was impossible.

Seven days latter the Portland found her misery was shared, for the Jeanie appeared, and from then until June 27th, when the escape was effected, the two vessels were almost constantly in company.

Notwithstanding the vigorous and careful search which was made by the cutter Thetis and other vessels, to which report was given of the probable predicament of the two vessels, the Jeanie and Portland sighted only one packet during their term in the ice. This was the steam schooner Nome City, on June 2nd.

The floe in which the two vessels were prisoners continued its northward course until June 26th, when the position of the Portland was found by observation to be 168.05 west and 69.08 north, being off Cape Elizabeth.

The following day the long expected glad tidings came from the lookout maintained at the foretop, that clear water was visible to the southward. Capt. Lindquist, whose long experience in the north had taught him the proper move to make, lost no time in swinging his vessel around, and then was begun a terrific battle with the ice to force the Portland through the thick barrier to the freedom indicated by the placid water beyond. The "bucking" was prosecuted for many hours, and while the passengers despaired, Capt. Lindquist never lost hope. His perseverance was finally rewardedy and soon the cry went up that the vessel was free.

The course was at once shaped to Nome, that port being reached during the early hours of July 2nd. The appearance of the Portland created a great demonstration among the people of Nome, and the enthusiasm had in nowise abated when eight hours later the Jeanie also came steaming into port, with all flags flying.

A close examination of the Portland bears out Capt. Lindquist's proud boast that, despite the time she was in the ice and the dangers that beset her, the Portland had come out of the battle unscathed.

The Portland likewise reports that the Jeanie sustained no damage in her part of the experience, but the Nome Gold Digger of July 2nd asserts that the Jeanie's propeller was damaged in the ice floe. The Jeanie was still at Nome when the Portland sailed south, and her sailing date was at that time an indefinite matter.

THE KAICHI EXPLOSION.

Details of the blowing up of the Chinese cruiser Kaichi near Nanking are given in yesterday's mail. A correspondent describing the disaster says: "I suddenly saw her port blow out, then immediately the whole poop, main and mizen mast were shattered; in fact the whole of the after part of the vessel from the main-mast was blown to pieces. This was followed immediately by volumes of smoke and flame as high as the masthead, and a terrific report followed. The Kaichi sank at once, even before some of the debris came down. When the smoke cleared away a little, there was nothing to be seen but a huge mass of floating wreckage, with only two men to be seen. One of the Ataga's boats saved one of the men, a sailor, who was blown out of a port on the forward lower deck. The United States man-of-war Helena was anchored about three-quarters of a mile off, and all her boats were immediately sent to assist, but there were no lives to save. A quantity of stuff fell on our deck, and amongst it was the log book of the unfortunate vessel. On the hulk Quashing a portion of a man—the trunk—fell on the roof, and a number of pieces of human bodies were seen floating on the wreckage. All the glass, lamps and some of the crockery were broken on board the Quashing; they felt it badly as they were lying off the port beam of the cruiser.

"The first portion of the vessel that was blown out was a piece of the main deck with beam attached to some angle-iron, weighing about three hundred-weight; this and a piece of iron plate were blown on shore some 500 yards distance from the wreck.

"A quantity of glass was broken at the custom house, which is three-quarters of a mile away, and the shock was felt at the British consulate over six miles off. Two sampans that were alongside the cruiser at the time were destroyed and the occupants killed. For three hours the arm and jib-boom were showing out of water about 20 feet. She was anchored in 22 fathoms of water, so half of the vessel must have been completely blown away, and the forward half was standing on end perpendicularly till 3.30 p.m., when it tumbled over.

"The number of lives lost is estimated at about 140 to 150. The captain had just landed, and three officers were in Shanghai, leaving four officers on board. Some of the men, drew on shore on leave. Undoubtedly it was the magazine that blew up."

LOOKING FOR THE ISLANDER.

The steamer Henry Finch arrived in Juneau on July 5th. The object of this vessel is to search for the Islander, says the Juneau Record-Miner. She is chartered or in charge of an eastern corporation formed for the purpose of trying to raise the wrecked Islander, and the Finch is here for the purpose of locating her. She left Seattle about 20 days ago, and has already made some observations.

Henry Finch, the captain of the prospecting vessel, is the well-known diver, who was all through the Yukon country, and did work for the A. C. Company on one of their wrecked vessels at Nome. He is equipped with all modern appliances for taking a submarine survey of the bottom in the vicinity where the Islander went down, and is quite confident he can locate her.

Capt. Finch's son, Doren N. Finch, started with the company from Seattle, but died on the way up. He was apparently in good health, but died very suddenly. He came up from the engine-room one day and complained that he had got too warm, and went to his room. In five minutes Capt. Finch went in and found him dead.

Capt. Finch has several wrecks in northern waters that he is considering, and may make Juneau his headquarters for some time.

The expedition referred to above is believed to be that sent north by Surtess Hope, of Tacoma, at least Capt. Cox, Lloyd's local agent, who let the contract for the raising of the Islander, knows of no other party who contemplates undertaking the work. Surtess Hope advised him a short time ago that he had sent an expedition north for the purpose of locating the vessel, but he has since heard nothing of the progress being made.

IYO MARU'S ARRIVAL.

The N. P. steamer Iyo Maru made the fourth China liner at the ocean docks yesterday. She came in from the Orient in the evening, and brought 39 saloon passengers, six of whom landed here, and 22 Japanese. Twelve Japanese students were arrivals on the ship. They have come to America to spend a vacation and were met here by M. Yamanda, the principal of their school at Obayma. Among the Iyo's passengers was an Indian priest, named Rev. H. Dharmapala, who wears the dress of his native country. The steamer brought 100 tons of cargo for Victoria. She left Yokohama almost simultaneously with the Tartar of the C. P. R. line, but the latter beat her in port by over half a day.

THE SUICIDE ON ARIETIS.

From information received from the West Coast it is learned that the name of the unfortunate fellow who committed suicide on the schooner Arietis while the vessel was in port securing an Indian crew was Joseph Clark. The rash act was committed while the deceased was suffering from a temporary fit of insanity. Procuring a razor he deliberately cut his own throat, killing himself before his shipmates could reach him. Deceased was 30 years of age, was a native of Workington, England, and was formerly a member of the crew of the R. M. S. Empress of Japan.

EXCURSION TO SKEENA.

It is reported that Mr. Robert Cunningham, of Port Essington, is endeavoring to make arrangements to conduct an excursion to the Skeena river and Hazelton, as the head of navigation. The trip would occupy about 14 days, and would be a most enjoyable one as the scenery on the route is the finest on the continent of its nature—wild and rugged. It has not yet been definitely decided that the excursion will take place, but it is probable that it will.

NEW PLEASURE GROUNDS.

Opening Concert to Be Given This Evening—Arrangement of Gardens.

Another illustration of the energy of the Victoria Tourist Association is its most recent move, namely, that of engaging the Douglas estate for the holding of regular evening band concerts. This will not only provide a harmless attraction for the young people, but will give the many visitors to the city at this time of the year somewhere to pleasantly spend the lovely summer evenings, for which Victoria has always been noted.

Until a visit has been paid the grounds—which are situated on Belleville street within easy reach by the cars—the appropriateness of the spot chosen for the purpose of giving these concerts cannot be realized. They are both large and spacious, and but few are aware of their special adaptability to the purpose for which they are intended. Besides being able to accommodate thousands of people they are prolific of delightful walks overhung with the leafy foliage, and are endowed with many cosy corners.

A force of men are at work preparing for the opening. Already the principal alterations necessary have been made, and there is no doubt but that on one scene when the illuminations have been completed will be extremely pretty. Over 300 lights are being strung in festoons over the gardens from tree to tree, and the effect will be most striking. The four floor rooms of the old residence are being fitted up as refreshment booths, where tea, coffee, etc., may be obtained. A counter has also been arranged at the back of the house for the convenience of those whose tastes incline towards ices. Here will be found ice cream, ice cream soda and every other nature of light drink. The band stand will be erected in the midst of the trees in the space at the back of the residence. Seating accommodation is being provided for thousands. A large number of tables have been manufactured, and will be distributed throughout the grounds for the use of those purchasing refreshments and drinks. In fact everything that would in any way conduce to the comfort of those patronizing these entertainments has been thought of and provided.

The opening concert, as has been mentioned, will be held this evening, and members of the Tourist Association are looking forward to a large attendance. The programme to be rendered by the Fifth Regiment band will be lengthy and varied. Victorians should turn out in large numbers in order to encourage the association in advertising the city, and show that they appreciate the ability and energy with which that work has been marked.

The admission fee has been fixed at 10 cents, so as to be within the reach of all.

ART EXHIBITION.

Work By H. C. Martindale's Pupils on View at the Studio.

There is a very interesting exhibition at Mr. Martindale's studio, 50½ Government street, of selections of the work done by his pupils in oils, water colors, black and white, etc. An inspection of the work will convince the visitors that there is some good artistic talent in Victoria which is being well trained.

Among the oil paintings are some very good copies of well-known pictures by Miss K. Finlaison and Miss L. Maynard and other pupils. Several of the water color copies are particularly well done, especially a pretty brook scene by Miss Lena May Neill. Other exhibitors in this class worthy of praise are Miss L. Clark, S. G. Russell and Edith Reade. Misses Clark, Neill and Reade also have some good drawings from life. Two studies in black and white from nature by Miss Neill, and a copy by Miss Margison are cleverly drawn. There is only one exhibitor in the modelling class, Miss L. Clark, who has a very handsome "head" on view.

A very well drawn design for wood carving by Mrs. G. Shaw adorns the "miscellaneous" class, and among the mechanical drawings that deserve notice are a design of a marine boiler, and two designs for the construction of a wooden vessel by V. B. Harrison.

The exhibition is well worth visiting, and will be open this afternoon.

LOOKOUT AT ESQUIMALT.

Gang of Ship Carpenters Knocked Off Work on Monday Last.

Down at the Esquimalt marine railway there is some differences between the management and the carpentry staff who were employed in building the new C. P. N. steamer, which has resulted in a lockout. The trouble is said to have arisen over the bringing of two men here from Vancouver to assist in the work. To this action on the part of the proprietors of the yard the Carpenters' Union are said to have protested. The men summarily knocked off duty on Monday at noon.

The relations between the union and the management of yard are still strained, although a few men returned to work this morning and threats have been made of starting a yard which would undertake repair work on strictly union lines. The ground on which the local union base complaint is that there are capable men now idle in Victoria who belong to their organization and who were overlooked by the management when the extra men were required. The question of pay is said to have not entered the trouble.

INLAND REVENUE.

Collections Made in Victoria Division During Past Year.

The total revenue collected by the Inland revenue department in the Victoria division during the year ending 31st June last was $191,649.82, which amount equals the average annual collections during the past five years.

The figures for each month are printed below:

July	$ 22,798 22
August	17,055 67
September	18,883 23
October	17,953 42
November	16,972 88
December	15,398 55
January	12,813 94
February	12,922 49
March	12,587 90
April	14,372 90
May	17,718 95
June	14,253 60
Total for the year	$191,649 82

RIFLE PRACTICE.

No. 48 Company, Royal Engineers, are now engaged with their annual course of musketry at the Clover Point rifle range. The course consists of 14 rounds at 200 yards, kneeling and standing; 7 rounds at 500 yards, and 7 at 800 yards, prone. Seven rounds are also fired at the body of a dummy walking man at a distance of 450 yards, and seven rounds at the head and shoulders of the dummy exposed for three seconds, at a range of 200 yards.

So far the shooting has been very good on the average. No. 48 Company will finish their course on Friday, and next week No. 44 Company, R. E., will go through the same course.

OPENING OF THE FIRE INQUIRY

SPECIAL COMMITTEE EXAMINE WITNESSES

Firemen Say They Could Have Extinguished the Fire Easily at Any Stage.

The inquiry of the special committee of the city council into the burning of the old stable on lower Fort street Monday, opened Wednesday in the council chamber and after the examination of a number of witnesses was adjourned till the call of the chair. The committee consisted of Mayor Hayward, Alds. Grahame and Cameron, Chief Watson, D. R. Ker, Water Commissioner Jas. L. Raymur, Thos. Preece, of the waterworks; Assistant Chief McDowell and Fireman E. North, were examined. During his evidence, Mr. Preece took occasion to vigorously protest against what he termed the unmerited saddling of complaints on the waterworks department regarding lack of water pressure. He assured the committee that there was ample pressure to afford fire protection.

The first witness examined was Chief Watson. Before giving his evidence he desired to make a statement for the benefit of the public at large. An effort had been made by certain parties, he said, to draw others into the matter, and it had been mentioned that he and the Mayor had entered into an arrangement regarding the burning of the building. This was wholly incorrect. The action taken by him was all on his own responsibility, his object being to give the men an opportunity of deriving practical knowledge from a good drill.

Mayor Hayward—"What object could anybody have in trying to implicate others?"

Chief Watson—I don't know.

The Mayor—"Would you mind giving the committee their names?"

The Chief—I would rather not.

The chief was then sworn. He stated that from a report of the council proceedings he learned that the building was to be destroyed, so he thought a good opportunity was open for a fire drill. He called twice on Mr. Ker, the owner of the structure, and the latter gave his permission for the burning of the place, but only on the condition that he would be relieved of all responsibility for any damage which might ensue. Witness told Mr. Ker that he did not think there would be any damage.

On Monday afternoon the building was burned, the fire being started at the northwest corner. After it was started the wind sprang up, and while the fire was at all times under control, the sparks were carried to neighboring roofs. He did not apprehend danger at any time.

To Ald. Graham—In conversation with Mr. Ker, the latter asked witness if he thought there was any danger, and he replied in the negative. He had burned other buildings surrounded by other structures without trouble, though not in the mercantile section of the city such as this place.

To the Mayor—No other official had any fore-knowledge of the fire.

Mayor Hayward at this juncture explained that the building had not been condemned, but that only preliminary steps had been taken. No resolution condemning the structure had been passed by the council.

Chief Watson further stated that Mr. Ker had agreed to contribute $15 to the firemens' relief fund in return for their services. There was no wind when the fire was started, and he could have extinguished it at any time.

Mayor Hayward, on the contrary, expressed the opinion that at one time the fire was beyond control, while from one hydrant there was a decided shortage of water.

The Chief explained that this was due to the steam engine on Wharf street and Fort pumping from the same main, and drawing the water from this hydrant. He did not wish to use the twelve-inch main on Government street, as it would have interfered with traffic. There were four streams altogether—two from the engine and two from the hydrant.

To the Mayor—He was not familiar with all the best hydrants in the city, but knew some of them.

Continuing, the chief said that he had more protection on hand than at any similar fire. The building was 60 feet long, 25 wide and about 18 in height. He believed at the time that he took all the necessary precautions. Since then he saw that he had made a mistake. He had never been ordered by the Mayor and council to burn buildings but once, and that was through the sanitary inspector.

Neither Mayor Hayward nor Ald. Cameron could recall giving such an order, and the former pointed out that the chief should not have taken any action in this connection unless he had the order directly from the council.

Chief Watson further said that the pressure on the two engine streams last Monday was 65 pounds. The Langley street hydrant had virtually no force at all.

This concluded the chief's examination, and Mayor Hayward informed him that he would have an opportunity of producing witnesses to support his position.

Mr. Ker, the next witness, on being sworn, stated that the chief approached him at his office and asked him if he objected to his stable being burned, referring to the excellent opportunity for a fire drill. He called three times and witness gave permission, but only on condition that he should be relieved of all responsibility from any damage, which he felt might ensue. The chief replied that there would be no risk, and witness knew the council was anxious to get rid of the building he said they might destroy it. He agreed to contribute $15 to the coffee fund in return for the services of the men.

To Ald. Grahame he said he asked the chief if there would be any risk, and received the impression at the time that the building was to be pulled away from the adjoining structures and burned. In his opinion the fire could have been extinguished at any time by the engine streams.

The water commissioner was next called and submitted a map showing the water system in the vicinity of the fire, explaining the locality of the mains and hydrants. There was a 12-inch main along Government street, 6-inch one on Fort to Wharf, 4-inch on Yates to Wharf, and 5-inch on Yates to Wharf. The engine on the corner of Fort and Wharf streets undoubtedly drew the water from the hydrant on Langley and Fort, as all were on the 6-inch main. Yesterday afternoon at 4 o'clock he took the pressure at this hydrant and found 45 pounds pressure, which would throw a stream 90 feet in the air.

The water department had no knowledge of the fire. No fireman had ever inquired of him the relative pressure at the different hydrants. There was plenty of water within reasonable distance of the fire to afford protection.

Ed. North, a call man of the fire department, was the next witness, and stated that in his opinion the only danger from the fire was the buildings at a distance, through sparks; not to those in the immediate vicinity. He did not think there was any danger to the contents of the near-by structures. There was no wind when the fire was started. Without the wind he did not apprehend danger. The only difficulty was that they were unable to keep water on the roof of Mr. Gordon's building, as the wind springing up kept them busy elsewhere. He could have put the fire out at any stage, with one stream from 3 to 5 minutes.

Thos. Preece, of the water works department, deposed that it was impossible to throw four effective streams from the 6-inch main. The engine should have been stationed at the corner of Langley and Broughton streets, where water could be practically drawn from the 12-inch main. If the hose had been attached to proper hydrants there would have been plenty of water. The pressure was first-class, and the complaint of the underwriters unfounded. Mr. Preece here entered a vigorous protest against the repeated attacks on the water works department.

The acting chief, H. McDowell, deposed that after the wind started there was danger to the buildings adjoining the fire, Sehl's having a wooden roof. The others, he thought, were safe. The fire could have been brought under control easily in three minutes at any time if water was turned directly on them. When the fire was started no wind was expected. During Chief Deasy's time there was a fire on Fisguard street fraught with considerable risk. Witness was opposed to burning buildings, as he did not think it was a good cute when they are given clear, sharp, distinct photographs to reproduce. The B. C. Engraving Co. seems to have accomplished the principle of getting clearer and more satisfactory pictures in the cuts than the original photographs."

ECZEMA RELIEVED IN A DAY.—Dr. Agnew's Ointment will cure this disgusting skin disease without fail. It will also cure Barber's Itch, Tetter, Salt Rheum, and all skin eruptions. In from threeto six nights it will cure Blind, Bleeding and Itching Piles. One application brings comfort to the most irritating cases. 35 cents. Sold by Jackson & Co. and Hall & Co.—111.

THE IMPORTANCE OF ESQUIMALT

LONDON'S COMMENT ON GENERAL'S OPINION

Strange Indifference of a Former Ministry—Relief Ratings for Ships on This Station.

When Sir Charles Parsons, commanding the British troops in Canada, was on his visit of inspection to Victoria and Esquimalt a few weeks ago he accorded an interview to a representative of the Times in which he spoke very highly of the Esquimalt station. His statement was cabled to the London Times by its Victoria correspondent and caused some comment in London. A special from the world's metropolis says:

"Intelligence has reached the heart of the Empire that Sir Charles S. B. Parsons was much impressed during his recent inspection of the defences of Esquimalt by its strategical position on the Pacific. It will be scarcely credited that a late administration—not a Salisbury one—contemplated the abandonment of Esquimalt as a place not worth having nor fortifying."

The same dispatch adds:

"A considerable sum of money will be spent on the Warspite, ex-flagship of the Pacific squadron, and her armament will be improved.

"The Colonial contingents in the city felt very keenly the postponement of the coronation by the regretted illness of the King. In the meantime the committee having charge of them is doing everything for their amusement and comfort, whilst numbers are taking advantage of the cheap railway facilities of touring the 'old country.'

"It now seems that the Royal Canadian Regiment, Lieut.-Colonel G. R. White commanding, at Halifax, N. S., where it has done duty since the First Leinster Regiment left for the Cape, is to be placed on the permanent footing of eight companies of specially enlisted men, and has a strength of 29 officers and 800 rank and file.

"Before the end of the summer, relief ratings will be sent from England for distribution amongst the ships of the Pacific squadron to replace time-expired men.

"By an army order, just issued, all soldiers on home service, who have completed their first period of service under the colours, are hereby extended until their service or re-engaged, are to be demobilized as soon as possible after the 30th June."

DREDGER AT WORK.

Mud Pouring Into James Bay Flats Through Big Pipe.

The Dominion government dredger King Edward was busily at work this morning, swinging backwards and forwards near the north end of the wall, and pumping mud through the long pipe onto the James Bay flats.

The mud pours out at great rate, and there is very little leakage in the piping, although here and there a little water gets through the joints.

Keen interest is being taken in the working of the fine machine, which provided occupation for a large number of observers to-day. The mud which is pumped up contains, of course, a large percentage of water, which will find its way out of the flats at the outlet provided at the south end of the wall.

SHAWNIGAN LAKE.

Large Number of Guests at Mrs. Koenig's Popular Hotel.

As in former seasons, the Shawnigan Lake hotel is proving a popular place of resort this summer, and fishing, boating and bathing is being enjoyed by a large number of people on the beautiful Island lake.

Among recent arrivals at Mrs. Koenig's hotel are Mr. and Mrs. F. T. Pemberton, Mr. White, Bishop and Mrs. Cridge, Mrs. N. Harris, Mrs. A. Greenwood, Mrs Bowen, Mrs. Salmon and family, Mr. and Mrs. Topp, Mr. and Mrs. R. G. McKenzie, Mrs. W. Kyle Houston, Miss Hall, Mrs. Milne, Mr. and Mrs. H. C. Wolfe, L. A. Hunt, Mrs. M. Wheeler, Miss Dipree, F. Lawless, Mr. and Mrs. J. Braverman, Mrs. M. Fletcher, F. G. Hitt, Mr. and Mrs. W. McNeill, and Mr. and Mrs. Adams.

LEGAL NEWS.

The Chief Justice presided in Chambers this morning and disposed of the following matters:

Dunsmuir vs. Noble Five—A. P. Luxton, for plaintiff, moved for a final decree of foreclosure, which was granted.

Worthington vs. Kenworthy et al—The application by plaintiff for directions as to distribution of the estate of the late Arthur Porter was further adjourned until Friday.

Jackson vs. Williams—An application by plaintiff for the appointment of a receiver of the shares of A. Williams & Co. Ltd., was adjourned until Saturday to permit of cross-examination of defendant on his affidavit filed, defendant's solicitor undertaking that the shares would not be dealt with in the meantime. G. H. Barnard for plaintiff, J. M. Bradburn contra.

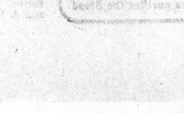
Re estate of W. J. Beaven, deceased—A. D. Crease obtained probate of will.

HARRISON'S COAL REPORT.

San Francisco, July 12.—During the week there have been the following coal arrivals: From Puget Sound, British Columbia, 19,615 tons; two from Oregon, 600 tons; total, 20,215 tons. It is rather a singular coincidence that during the week there has not been a single arrival of coal from Washington, and yet the amount delivered here from British Columbia will amply supply all requirements. Business generally, in the fuel line, is very quiet. Prices remain unchanged, in fact, values have declined so much lately that it would naturally be inferred that bed rock quotations had been reached.

Screening are to-day selling higher than at any time within the past 12 months. This is attributable to the small amount now on hand. Coal freights from Australia and Great Britain have slightly improved. This is mainly caused by the low outward rates on grain, now ruling. The loading list of coal carriers from Australia does not seem to decrease in number. For every vessel arriving here from there, another new name is added on the other side. Fuel oil is being generally used. Consumers are buying same under most favorable conditions. Jobbers and retailers are complaining of their light sales for household purposes, but at this season of the year such sales will naturally decrease. Consumers of domestic coals are pretty well assured of prices being considerably lower next year than they were last fall.

INDIGESTION CAN'T STAY where Dr. Von Stan's Pineapple Tablets are arrayed against it. Thomas Smith, of Dover, Ont., says: "I am delighted with them—from almost the first using I have been entirely relieved of the pains of indigestion—I have the greatest confidence in the Tablets and heartily recommend them to any and every sufferer from stomach troubles." 35 cts. Sold by Jackson & Co. and Hall & Co.—112.



PAGE METAL GATES are so low in price no one can afford to use wooden ones. Light, and yet strong enough to support a heavy man on the end while he swings around the circle without causing them to sag. They are neat in appearance, will last a lifetime. Will not sag nor get rickety. They are supplied with latches which allow them to be opened either way and are self acting. The only good metal gate that is low enough in price for General farm purposes. We also make Farm and Ornamental Fence, Poultry Netting, Nails and Staples. The Page Wire Fence Co., Limited, Walkerville, Ont.

E. G. Prior & Co., General Agents, Victoria, Kamloops and Vancouver.

AN IMPORTANT MEETING.

Trades and Labor Council in Regular Session—Bullen Lockout.

The following standing committees were appointed at last night's regular meeting of the Trades and Labor Council:

Finance—McEachern, Woods and Scott.

Credentials—Sevirts, Kelly and Brockhurst.

Organizing—Twigg, Lawrie and Greenwood.

Legislative—Chrow, Bragg, Charlton, McEachern and Sevirts.

Civic—Kelly, Wilby and Ledingham.

Label—Keown, Herbert and Russell.

Press—Twigg and Scott.

The Labor hall trustees reported that the total receipts for the past six months were $960.25; expenses, $791.90; balance in bank, $168.35. The large expense outlay is due to the furnishing of the hall.

The finance committee reported the financial condition to be satisfactory. The books have been audited and found correct.

A committee was appointed to act with the ship carpenters in an effort to bring about an adjustment of the differences between Messrs. Bullen and their employees.

A letter was received from Dawson advising people in search of employment to keep away from that place, as enough idle men were there now. The letter was written in consequence of advertisements in different papers for 2,000 men for railroad work at Dawson. Workingmen are also requested to keep away from Fernie, B. C.

The strike committee of the Toronto Typographical Union wrote of their efforts to have their differences with the firm of T. Eaton & Co., of Toronto, settled.

A copy of an open letter from the Vancouver Trades and Labor Council to the Premier of Canada on the Chinese question was received. It was laid over till the next meeting.

Another mater laid over was that of altering the constitution in favor of the Hare-Spence system in elections.

Messrs. Twigg, Wilby and Lawrie were appointed to make preliminary arrangements for the Labor Day excursion to Nanaimo.

The organizing committee's report showed the state of unionism in the city to be satisfactory, and the organization of a number of new unions.

The committee to report on an unfair plumbing establishment was given an extension of time. The question will be dealt with at the next meeting.

There was a large attendance at the meeting. Among the delegates were those from the bricklayers and masons unions, whose credentials were received.

THE CORN MARKET.

It Is All Uncertainty Owing to Belief That Big Deal Was Not Off.

Chicago, July 16.—Everything was uncertainty in the corn market to-day. In spite of the announcement yesterday by the Gates-New York clique that as far as it was concerned support of the July product was at an end, the rank and file of the trade looked askance at the market, and expressed the opinion that after all the July deal "might not be off." Interest centered around the group of steel magnates who worked the corner.

The Daily News learned from trustworthy sources to-day that $150,000,000 was behind the deal, which was engineered by Samuel C. Scotten, of the Harris Gates firm. The principal backer, according to the News, was Daniel Reid, the tin plate magnate, who put up half the cash of the corner. The other reputed members of the clique were James H. Moore, William H. Moore, John Lambert, John W. Gates, John Dupee, Isaac Ellwood, J. F. Harris, Charles Gates and Henry C. Fry.

Conservative speculators and commission men pointed to-day's corn pit as indicative that the corner was not broken. They said plenty of July corn was on tap, but that the bull clique was buying sparingly and supporting the market. Otherwise July, instead of hanging firmly near yesterday's closing price, would have slumped to a discount under September options. Cash receipts continued to arrive here to-day in large quantities.

HONORING ITALY'S KING.

Immense Parade of Russian Troops Held in His Honor at Krasnoe-Selo.

Krasnoe-Selo, Russia, July 15.—About 39,000 troops commanded by the Grand Duke Vladimir, uncle of the Czar, were paraded to-day in honor of King Victor Emmanuel of Italy. The arrival of the Czar and the King was greeted by the playing of the Italian national anthem by the bands. The troops applauded thunderously as the Czar and others of the Imperial family were driven to the scene in open carriages. During the march past King Emmanuel remained in front of the Imperial tent. It was festooned with Russian and Italian flags. The Czar galloped to the head of the troops and led them before the King. Subsequently the Grand Dukes presented their various regiments before the Czar and saluted the King, who was visibly impressed by the ceremony. Grand Duke Nicholas Novitch, whose wife is the Queen of Italy's sister, gave a dinner to the royal guests.

CAUSED BY EXPLOSION.

Yesterday's Accident at Johnstown Was Due to a Dynamite Accident.

Johnstown, Pa., July 15.—John Savach, Slav, aged 36, was instantly killed, Rover Harvey, sr., aged 55, seriously wounded, and John Yellis, slightly injured by an explosion of dynamite in No. 34 mine of the Berwin White Coal Mining Company at Winber, to-day. Savach was preparing a stick of dynamite for use when it exploded, together with 16 sticks, which were lying near by. Savach was blown to pieces.

DON'T BECOME AN OBJECT

OF AVERSION AND PITY. CURE YOUR CATARRH. PURIFY YOUR BREATH AND STOP THE OFFENSIVE DISCHARGE.

Rev. Dr. Bochror, of Buffalo, says: "My wife and I were both troubled with distressing Catarrh, but we have enjoyed freedom from this aggravating malady since the day we first used Dr. Agnew's Catarrhal Powder. Its action was instantaneous, giving the most grateful relief within ten minutes after first application." 50 cents. Sold by Jackson & Co. and Hall & Co.—2.

WEEKLY WEAT

Victoria Mete 9th

With the exception o week has been fine a on Vancouver Island a land. This fine weat summer type of high prevailing over the while from California meter has been abnor north, however, in t Simpson, rain fell upon seven. During Mond meter fell along the Co ocean storm area whi across Vancouver Isla This disturbance was highest temperatures o Coast, and during its high westerly winds Georgia and Fuca an Vancouver Island and ers occurred that night considerable rain fell land and in the Carib ing until Tuesday, 15th

During this week th generally fair in the T tobs, and the highest ranged from 70 to 80 appreciable amount of Alberta and Saskatche

Victoria—Bright sunsh 67 hours; rainfall, .07 perature, 74 on 14th; 13th.

New Westminster—R highest temperature, 80 on 9th.

Kamloops—Rainfall, perature, 86 on 10th an perature, 50 on 9th.

Barkerville—Rainfall, temperature, 74 on 12th and 13th.

Port Simpson—Rainfall temperature, 66 on 14th 44 on 12th.

Dawson—Rainfall, .20 perature, 80 on 9th; low 15th.

The summary of the 1902, is as follows:

	Rainfa
Victoria, V. I.	
Beaver Lake, V. I.	
Goldstream, V. I.	
Alberni, V. I.	
French Creek, V. I.	
Duncans, V. I.	
Nanaimo, V. I.	
Kuper Island	
Vancouver	
Pt. Atkinson (Caulfeilds	
New Westminster	
Point Garry	
Chilliwack	
Kamloops	
Barkerville	
Rivers Inlet	
Port Simpson	
Port Essington	
Nass Harbor	
Atlin	

At Victoria 212 hours bright sunshine were temperature, 79.1 on 20 8th; mean temperature The total number of mi ed on the anemograph direction as follows: N 206; east, 85; southeast southwest, 3,005; west, 128.

At New Westminster, ture, 83.4 on 20th; lo mean temperature for m

Point Garry, highest 21st; lowest, 37.9 on 6 ture for month, 56.4.

At Alberni, highest te 19th; lowest, 37.6 on 11 ture for month, 59.21.

At Duncans, highest on 20th; lowest, 32.0 on

At Nanaimo, highest on 20th; lowest, 36.9 on minutes of bright sunshi

At Chilliwack, highest on 20th; lowest, 41.0 on

At Kamloops, highest on 21st; lowest, 38.6 on 1 ture for month, 60.3.

At Barkerville, highest on 21st; lowest, 28.0 on 6 mean temperature for mo

At Rivers Inlet, highest 84.1 on 20th; lowest, 38.9

At Port Simpson, hig 72.9 on 21st; lowest, 41.7

Local + Re

GLEANINGS PROVINCIAL CONDENSED

(From Tuesday'

—W. M. Cherman, M. Ont., is in the city, bein trip to the West.

—Mrs. W. P. Daykin underwent an operation hospital, and is progress

—Mrs. McKay, wife of the post office, is sen Jubilee hospital, after h a critical operation.

—The returns of the house for the week en 1902, are as follows: C 779; balances, $100,696.

—A number of local me ployed on the telegraph structed from Albermi t rived down from the other day. They state t rapidly drawing to com more miles remaining to evening several men w the places of those who

—The excursion of the ators and paperhangers, aranged to take place has been postponed unt as the Conflict wit union, to be held on the done in deference to the societies.

—The Right Rev. W bishop of Caledonia, has England after a year's ab go up to Metlakahtla shor ship left for the Old Co fire at his station to pro sary funds for rebuilding He arrived in Victoria la staying at the Driard.

—Dr. Robert Wallace J ish Columbia physician, w at Greenwood with forse and two children for Mis pretty trained nurse who his employ, was released $250 cash bail. E. T. Co the money which gave hi —San Francisco Chronicle

—E. J. Hewlings, of unearthed some apparent mens of truffles in the v toria. The things are pro ine by the chef at the Dr are beloved by epicures over, and command high $4 per pound. They grow trees.

—The funeral of the Baker took place yesterday 2.30 p.m. from the residen Baker, 65 Pembroke stree services will be conducted dence and grave by Rev. The following gentlemen Bearers: W. Strachan, Walsc, A. Williams, W. H. Walse.

—Mrs. Hart, on old and dent of