

THE PULLMAN BOYCOTT.

The Action of the Union Felt by the Northern and Southern Pacific.

Employees Ready to Handle All Trains Except Those Having Pullmans.

Troubles on Other Lines Arising Out of Various Demands of Employees.

HELENA, Mont., June 28.—The first effects of the Pullman boycott were seen here yesterday. When the east-bound Northern Pacific train arrived the west-bound train was tied up at Livingston, and the superintendent of the Montana division ordered the east-bound train to be killed when it got to Helena. This was done, and the 200 passengers were scattered about the city sight-seeing. There has been no excitement, and everyone takes the situation good naturedly. On the Montana division, extending from Helena to Livingston, not a wheel is moving owing to the fact that the shopmen at the latter point have taken advantage of the Pullman boycott to present their demands for an increase of pay, and have gone out. There are a lot of tourists at Livingston and a big number in the National park who have been caught by the tie-up. From Helena west trains are operated. The Great Northern, which runs its own sleeping-cars, is running all right.

SAN FRANCISCO, June 28.—The American Railway Union men in the employ of the Southern Pacific have asserted their power. As a result of their attempt to enforce the Pullman boycott sleeping trains are tied up at every railway center in the state, and there is every indication that the tie-up may be protracted. An official of the Southern Pacific Company declared that his people had made up their minds that if they are not to be allowed to run Pullman coaches they will run no trains at all. The local officers of the American Railway Union declare that the Pullman coaches must be withdrawn, and both sides seem to be prepared for a bitter and determined fight.

HELENA, Mont., June 28.—The local branch of the American Railway Union having considered the order of General President Debs, of the American Railway Union, decided to put it into effect. A message to the officials of the Southern Pacific in San Francisco, notifying them that no Pullmans would be handled by members of the order. In the yards of the road, as soon as the hour referred to arrived, the men who had been cleaning Pullmans abandoned their work, and the half-finished coaches were refused to be pulled. The men running on the Santa Fe, owing to the Pullman boycott, five trains are held at Raton, N.M., and one at La Junta, Colo. The company is determined not to move trains without the consent of the Federal courts here and at Santa Fe, N.M., for protection. Marshals will be sent from Denver to La Junta, Colo., and from Santa Fe to Raton, N.M.

HELENA, Mont., June 28.—A committee from the American Union was sent to the Port Wagon yards this afternoon to call out all the yard and engine-men. The yardmen of the Chicago & Alton road were ordered out during the afternoon. All the union men employed on the Alton road between Chicago and St. Louis have been ordered to go out on strike to-night. It is reported that 500 non-union men are on their way from San Francisco to take the place of the strikers.

COLUMBUS, O., June 28.—The committee of the employees of the Columbus, Hooking Valley & Toledo Railway called upon President White this morning and presented a demand for a 10 per cent increase in wages. It is made for a 10 per cent increase in wages that have been systematically cut during the past year. Office clerks, shop hands and trainmen are included in this list. The miners are in sympathy with the employees, and the company asserts they will not mine coal to move trains manned with non-union men. President White gave his reply this afternoon: "The mine is a perfect right to strike under the orders issued by Judge Jenks provided they do not interfere with the rights of the company as guaranteed by the law. The privilege to quit was never denied them by the court." Asked whether the receivers would proceed to fill the men's places at once, Mr. Payne said that the matter was in the hands of General-Manager Kendrick, who had full power to act.

ST. PAUL, June 28.—A Northern Pacific switching crew refused to make up a train. The U. S. marshal sent half a dozen deputies to the yard. The Northern Pacific has posted notices calling the attention of the men to the fact that it owns a half interest in the Pullman cars, and warning them not to interfere with their operation.

LIVINGSTON, Mont., June 28.—All the employees of the Northern Pacific yards and shop hands have gone out. Not a train is moving in either direction. The American Railway Union has decided that one of the conditions of the strike would be the restoration of the wage schedule in force prior to January 1.

SACRAMENTO, June 28.—The Southern Pacific has been made to feel the American Railway Union boycott against all Pullman cars, when a passenger train running between this city and San Francisco, and carrying a Pullman sleeper for the benefit of Los Angeles passengers, was stalled in the yards. The American Railway Union is strong among the Southern Pacific employees. The east-bound passenger train was permitted to proceed, inasmuch as the American Railway Union had allowed the train to leave the Oakland yards, but the

men insist that no other trains shall be permitted to go out with Pullman cars.

TOPEKA, June 28.—When the operators in the Helena Northern Pacific office struck at 5:20 p.m. yesterday, Helena time, some of them were in the middle of messages, but did not stop to finish them. It was not expected among railroad men that the operators would join the strike. J. B. W. Johnson, of the Brotherhood of Railway Conductors, and chairman of the Northern road strike grievance committee which had charged the company's wage conference last winter, denounces the action of the American Railway Union as nonsensical and doomed to failure.

TOPEKA, June 28.—Every passenger train has been abandoned on the Santa Fe system. It is feared here that the tie-up will involve roads not hauling Pullmans. The situation is growing more serious every hour. U. S. Circuit Judge Hallist has issued an order restraining the Pullman strikers or other persons from interfering with the operations of the Santa Fe Road or with its employees within the confines of Colorado. The Chicago and Northwestern road yesterday afternoon succeeded in sending out its Omaha express, known as No. "8," without molestation from the strikers. The train was composed of a baggage car, two day coaches, one chair car, a Wagner sleeper and a dining car, the train left promptly on schedule time. Twenty minutes later word came to the train dispatcher's office that the train had crossed the limits without meeting any hostile demonstrations on the part of the strikers and was speeding on her way Westward.

HOW THE STAGE WAS ROBBED.

Just how the Carleton stage robber did his work last Monday is described by Mr. Phelps, a well known resident of the upper country now in Victoria. He was a passenger on the 150 on the wagonette held up, sharing the driver's seat, there being also one other passenger "inside." The stage left the 150 Mile House at daybreak, and the lone highwayman made his appearance about half-an-hour later, a little after 3 o'clock, stepping from the bush into the middle of the road and covering the driver with his rifle, at the same time commanding him to "hold up."

The driver did so, and he and Mr. Phelps had plenty of opportunity to observe the robber. He was a tall man, of about five or ten, very quick and agile. His gray eyes were sharp and keen, and seen through two holes in a hastily constructed mask made from a piece of gunny sack which completely covered his face and hands. The hands which held the rifle quivered as though the highwayman were very nervous, though his voice was calm.

As soon as the stage had been brought to a standstill he ordered the driver to throw out the express box. "I can't do it," was the reply, "it's tucked away behind. You'd better get it out for yourself."

"Don't get funny now," was the reply, "throw out the way bag then."

The driver informed him that it, too, was tucked away behind, and he was then instructed to "hold up" about it.

While lifting out the box and bag the driver made an ineffectual attempt to get at his revolver, which was in his hip pocket, but the robber anticipated the action and took good care to prevent its accomplishment.

In the meantime the inside passenger, thinking there was likely to be "some shooting," had started down the road on a run; he was the recipient of a moment's attention from the highwayman, who brought his rifle to bear on him, soon had him back on the stage.

As soon as the express box and mail sack had been taken from the stage was allowed to proceed. It is Mr. Phelps' opinion that the robber expected to possess himself of some of the Horse Fly gold, which, however, had not yet commenced to come down. He is believed to be the same man who stopped the stage only a short time ago, when he brought the driver that he would soon again call on him. The police have a good clue to the desperado's identity, as his gunny sack has been identified by the settler from whose house the material was taken, by a stranger who passed the night there, and whose close description was obtained. The stage is now guarded by Gunner Oliver, of the B. C. R. A., who has just entered upon his hazardous and responsible duty.

Mr. Phelps reports that gold is now being produced at the South Forks, and that operations at Barkerville will commence early. Mr. A. D. Whitler has returned to Williams Creek, and Mr. C. F. Law has brought in machinery to bore in the deep ground near Willow Creek, where the prospects are extremely good.

CORONATION DAY.

LONDON, June 28.—Salutes of artillery were fired this morning in St. James' park in honor of the 56th anniversary of the coronation of Queen Victoria, which took place one year and one week after she succeeded to the throne. This afternoon special review drills were given in Regent's Park by the First Life Guards and by the Second Life Guards in Hyde Park.

THE SAME CATEGORY.

BOSTON, June 27.—J. G. Cole, of the U. S. Circuit Court, to-day in the case of Shebaito Salo, the Japanese who made application in the court to become a citizen of the United States, decided against the petition. The judge finds that like the Chinese the Japanese do not come within the term "white person" represented in the naturalization laws of the United States. This is the first case of the kind ever brought before a U. S. court.

KINGSTON MILITARY COLLEGE.

KINGSTON, June 28.—The closing exercises of the Royal Military College took place yesterday. The graduates recommended for commissions in the regular army were: Sergeant George A. A. Osborne, Kingston, Royal Engineers; Sergeant V. L. Bear, Charlottetown, P. E. I., Royal Artillery; R. H. B. Magee, Port Hope, Infantry; S. C. Hooker, Lennoxville, Q., Infantry.

ORDEE REVOKED.

LONDON, June 26.—A brief order appearing in the official Gazette of to-day revoking the Canadian office slaughter and examination order of 1894.

CABLE NEWS.

Special Examinations of Canadian Cattle—The Death Duties Bill as Amended.

Cost of London Cab Drivers' Strike—Manchester Ship Canal—The New Cable.

LONDON, June 27.—The Board of Agriculture has given notice that the special examinations of Canadian cattle, which have been proceeding since the middle of May, will cease this week. Eight suspicious cows have been sent to London for further examination. Professor Hunting has seen two of the cases, and he reports that their appearance is similar to that of the cases which he examined in 1893 and found contagious; though the nature of the present cases is somewhat similar to that of the contagious cases. Professor Hunting has pointed out the difference to the Board of Agriculture.

At a large meeting of cab owners James Scott, president of the Cab Proprietors' Protective Association, stated that the strike of the drivers had cost the owners nearly half a million dollars. Quite a number of the owners have been driven into bankruptcy by the business. The Manchester Ship Canal, which was recently opened by the Queen with great ceremony, is likely to prove a pretty good thing for the citizens. In a report under which members of a jury are compelled to sign their names, the chairman of the canal board estimates that for wayman were very nervous, though his voice was calm.

As soon as the stage had been brought to a standstill he ordered the driver to throw out the express box. "I can't do it," was the reply, "it's tucked away behind. You'd better get it out for yourself."

"Don't get funny now," was the reply, "throw out the way bag then."

The driver informed him that it, too, was tucked away behind, and he was then instructed to "hold up" about it.

While lifting out the box and bag the driver made an ineffectual attempt to get at his revolver, which was in his hip pocket, but the robber anticipated the action and took good care to prevent its accomplishment.

In the meantime the inside passenger, thinking there was likely to be "some shooting," had started down the road on a run; he was the recipient of a moment's attention from the highwayman, who brought his rifle to bear on him, soon had him back on the stage.

As soon as the express box and mail sack had been taken from the stage was allowed to proceed. It is Mr. Phelps' opinion that the robber expected to possess himself of some of the Horse Fly gold, which, however, had not yet commenced to come down. He is believed to be the same man who stopped the stage only a short time ago, when he brought the driver that he would soon again call on him. The police have a good clue to the desperado's identity, as his gunny sack has been identified by the settler from whose house the material was taken, by a stranger who passed the night there, and whose close description was obtained. The stage is now guarded by Gunner Oliver, of the B. C. R. A., who has just entered upon his hazardous and responsible duty.

Mr. Phelps reports that gold is now being produced at the South Forks, and that operations at Barkerville will commence early. Mr. A. D. Whitler has returned to Williams Creek, and Mr. C. F. Law has brought in machinery to bore in the deep ground near Willow Creek, where the prospects are extremely good.

ACCIDENT TO EDISON.

NEW YORK, June 27.—Despite the most stringent efforts to conceal the fact, the details of a somewhat serious accident to Thomas A. Edison, the great inventor, have just come to light. Mr. Edison on Friday evening was sitting on the porch of his boarding house at Ogden, when in some unaccountable way his chair gave way, and he was thrown backward on the porch, striking himself heavily. He is rather a heavy man, and unable to leave the house. The physicians are puzzled. No bones are broken, but it is feared that some serious internal injury may have been sustained.

GLADSTONE TO RETIRE.

EDINBURGH, June 27.—It was definitely announced at the meeting of the Edinburgh Liberal Association to-day that Mr. Gladstone will not return to parliament from Midlothian or any other constituency after the ending of the present session. The association unanimously recommended Sir Thomas Gibson-Carmichael as Mr. Gladstone's successor in the parliamentary seat for Midlothian.

CYCLONE IN MINNESOTA.

ST. PAUL, June 27.—Messrs reports from Southwestern Minnesota indicate that a terrific cyclone passed through that section this evening. At Sleepy Eye four persons were killed, and at Widen two. Great damage was also done at Renville, Collegiate and Aberdeen. Over five inches of water fell in an hour at Aberdeen. Great damage was done from the washing out of the crops. At Renville the cyclone wrecked everything in its path. The timbers of a house fell on Mrs. Charles Hockman, breaking her thigh and crushing her head; the Lutheran church and high school building were destroyed. Reports from the country districts around Renville indicate that thousands of dollars worth of damage was done to the property of the farmers.

ENTHUSIASTIC MEETING.

Mr. John Bryden Has a Splendid Reception at Englishman's River.

The Opposition Candidate Completely Nonplussed—The Government Policy Endorsed.

ENGLISHMAN'S RIVER, June 27, via Nanaimo, June 28.—(Special)—The schoolhouse at Englishman's River was crowded to the very doors this afternoon, it being previously advertised that Mr. Bryden would hold a meeting at that place. Mr. Pillar was voted to the chair, and in a few brief remarks stated that they had to-day the privilege of having both Mr. Bryden, the government candidate, and Mr. Smith, the opposition candidate, to address them. He hoped the audience would give the various speakers their careful attention.

Mr. Bryden upon rising was greeted with such loud and prolonged applause that he was for some time unable to speak. He briefly stated that he had allowed himself to be nominated not to interfere all the government may have done or might do, but to carry out his address or platform to the very letter. He forcibly showed up Mr. Smith, who had stated at a meeting at Wellington that the present survey made by the E. & N. Railway Co. to Comox was a farce and was just for the election. Mr. Bryden went on to say that the E. & N. Railway had on two or three previous occasions started on a surveying expedition for the purpose of locating the good or bad, high or low lands, so that purchasers when going to the land office at Victoria would have pointed out to them the condition of the land as the case might be. After disposing of the various charges made by Mr. Smith against Mr. Bryden and the government, of which Mr. Smith was unable to make any defence, Mr. Bryden went on to illustrate and comment upon his platform, taking it plank by plank. He further stated that the Davis government was a progressive government, and he felt sure, taking it with all its faults and all its virtues, it was a government that every British subject ought to be proud of and to stand by. The manner in which the business of the province was conducted in the last session was indeed a convincing proof that the reins of power had been placed in trustworthy hands. He went on to show that the finances of the province had been very properly used, and demonstrated the progressive spirit of the Davis administration.

Mr. Bryden, who had now been speaking for some time, asked if anyone had any questions to ask, to which he received no response. He then thanked the audience for their kind attention, and took his seat amid cheers and great applause, which lasted for several minutes.

Mr. Smith, the opposition candidate, but very little to say and received no applause whatever. He endorsed Mr. Bryden's platform and said if he followed it up he would convert the province into a paradise. He dealt with the National and Dominion bills and said he was not responsible for what Mr. Forster might have said concerning the government. His remarks throughout were brief.

H. A. Dillon, the next speaker, said "You will be glad to hear that the province has been in the province thirty-two years ago, and I think he will make an able representative."

John Horrobin addressed the audience with but little or no effect, they being anxious to hear the government supporters only. He said Mr. Smith's whole interests were in the province.

Mr. Alex. Sharp, amidst great applause, replied to Mr. Forster in an able manner. He showed the progress the province had made under the Davis government, and dealt extensively with the financial question, showing the indebtedness of some of the cities as compared with that of the province. After speaking for about thirty minutes he took his seat amid loud cheering.

Mr. William Lee, of Englishman's River, who supported the government and Mr. Bryden, said that the opposition had done nothing for the past four years they had been seen; but he believed Mr. Bryden, having an extensive experience, would attend to the wants of the district, adding that Englishman's River did not want any more opposition.

A vote of thanks to the chairman brought the proceedings to a close, the audience dispersing with three hearty cheers for Mr. Bryden.

IN THE CLOUDBURST.

(From the Montreal Witness.)

Sir Henry Gore Booth has reached Montreal after an exciting experience on the C. P. R. from Vancouver. He rather liked it all, but the cloudburst and the broken bridges, which they came perilously near falling into, were perhaps a little trying on the nerves.

Sir Henry is the bearer to Sir William Van Horne of a vote of thanks, passed unanimously by the passengers of the train, appreciative of the courtesy and resource of the C.P.R. officials, from the highest to the lowest, along the route.

It was on June 2 that Sir Henry started to come to Montreal. He only reached the commercial metropolis last night. To be sure, he took the boat from Winnipeg, and had a look at Niagara Falls, but from Vancouver to Calgary was a journey to remember. The first thing was the cloudburst. The train passed through it. There was a breathless, awful moment, and then—safety.

But one had not well recovered from this terror till another one stalked before them. A little out of Ashcroft the bridge had broken down. The train was thundering down the trestle, and all would have been precipitated to a depth of seventy feet. But the engineer, who was a capable fellow, received warning in time; the engine was stopped; and all went well. But the passengers had to go back to Ashcroft and remain till Thursday morning.

The next move was to Kamloops. Here the track was flooded. A pilot engine was sent in advance, but disappearing within a few minutes the engineer was within an ace of losing his life. Here there was another stop till Tuesday morning. The passengers were provided for by the company, whose officials showed a fertility of resource which excited

WONNIPPEG WIRINGS.

Winnipeg, June 27.—(Special)—The funeral of Archbishop Tache to-day was largely attended. Bishop Lafleche, of Three Rivers, preached the sermon. There was no procession, the interment taking place in the vault below the church.

The Rockwood Liberals have passed a resolution endorsing Messrs. Laurier and Martin as the delegates appointed to select a candidate for Lisgar.

The Synod of the Anglican diocese of Rupert's Land opened this morning. Archbishop Tache in his opening address on church work referred to religious instruction in schools and to the late Archbishop Tache. An unknown man was killed by falling from a C.P.R. freight train at Vermillion Bay to-day.

WINNIPEG, June 28.—(Special)—A severe hail storm damaged the crops in the vicinity of Sewell and Manchester yesterday. Stewart Mulvey has been appointed a police magistrate for Winnipeg. A proposition is on foot to move the Archbishop's seat from St. Boniface to Winnipeg before Archbishop Tache's successor is appointed.

CAMDEN, N.J., June 27.—Charles Benny, a 12-year-old boy, who was burned at the stake by some companions several months ago while playing Indian, died yesterday in the Homeopathic hospital. Benny, together with five or six boys of his own age, went out on the meadows and began to play Indians. One of the boys suggested that one of them be burned at the stake just as Indians used to do. It was finally decided that Benny should be the one burned. The flames soon began to close on Benny, and when the boys saw what they had done they became frightened, and instead of trying to save Benny they ran away. Benny was terribly burned before he was released by some men who were passing and happened to see the boy afire. The boy was taken to the hospital where he has remained since. Skin grafting was tried without success. The boy who inflicted the injuries on young Benny were all arrested, and are now in the Reform school at Jamesburg.

NEW YORK, June 28.—R. G. Dun & Co. say that no correct statement of the failures for June or the half year is yet possible, but the weekly returns show a gratifying improvement over last year. In June the failures have been about 950, and in the half year about 7,100. The aggregate of commercial liabilities only, with a part of June ending, has been \$18,183,465, against \$13,515,769 in May. At the end of the liabilities were about \$48,000,000; at the end, \$28,000,000, and at the month, \$25,000,000. The clearing returns show about \$41,000,000 of manufacturing, and \$29,000,000 of trading liabilities. In Canada the failures of the half of June ending, were 1,032, and the commercial liabilities were over \$9,000,000, about \$6,200,000 being of trading character. This week the failures have been 21 in the U. S., against 307 last year; and 35 in Canada, against 27 last year.

ONTARIO POLITICS.

TORONTO, June 28.—(Special)—The government has appointed C. F. Fraser, late Commissioner of Public Works, to be inspector of registry offices. Hon. Mr. Drury has been made sheriff of Simcoe; Dr. Gilmore, ex-member for West York, has been appointed registrar for East and North Middlesex; Dr. McMahon, ex-member for North West York, stamp distributor at Osgoode Hall, Toronto; N. A. Belmont, of Ottawa, clerk of the peace and county crown attorney for Carleton, and F. W. Mowen, of Hamilton, sheriff of Westworth. Crediting West Algoma to the government, the standing of the parties for the Ontario Legislature is now: 48 Liberals, 27 Conservatives, 16 Patrons, 1 Independent, and 2 P.P.A's.

WESTMINSTER PENITENTIARY.

NEW WESTMINSTER, June 28.—(Special)—The Royal Commission on penitentiary affairs was continued to-day. Inspector Miller testified that 4,000 flour sacks had been taken away by order of the Deputy Warden. The only other witness was Deputy Warden Fitzsimmons, who denied every charge preferred against him, but admitted many irregularities. He contradicted Judge McCreigh's statement regarding the keep of the latter's horse, claiming that the Judge did not pay for the horse's keep, but gave him the money to be spent on charity.

FAST ATLANTIC SERVICE.

MONTREAL, June 28.—(Special)—In an interview regarding the proposed fast Atlantic service yesterday, Sir William Van Horne said an Atlantic steamship service of the highest class was one of the very greatest needs of the country, and he had no doubt of its success if properly established and handled.

Wheat in Chicago.

CHICAGO, June 28.—The close on wheat to-day was one-eighth of a cent higher than yesterday, but the market throughout the entire session, and until within a few minutes of the end of the day's trading, was decidedly weak, and prices ruled one-quarter to three-quarters cents under Thursday's figures. The rally came about through the sale of 15,000 bushels of cash wheat by Sellers, who afterwards posted in the market as a buyer of futures. The Liverpool closing prices were opposed to a decline, although early the market at that point was weak and lower. Private advices report the close to be firm, owing to a falling off in supplies. There was a continued liquidation of "long" wheat to-day. July received the most attention in that respect, although there was plenty of offerings of September. The weather was one of the leading factors on the "bear" side.

Wood's Pills are the best after-dinner Pills, assist digestion, cure headache, try a box.

BRAMPTON, June 28.—Dr. Robinson, Liberal, has retired from the contest in favor of the Patron candidate, E. J. J. J.

COLONIAL CONFERENCE.

Inaugurated Under the Most Enthusiastic and Encouraging Auspices.

The Governor-General's Welcome—Speeches of Lord Jersey and Other Visitors.

General Desire Manifested For More Intimate Relations—Banquet to the Delegates.

(From Our Own Correspondent.)

OTTAWA, June 28.—The great colonial conference opened to-day with an amount of excitement unprecedented in Canada. Ottawa put on a festive air for the occasion, and flags and bunting were flying from a hundred buildings. The Senate chamber was crowded to the doors by a brilliant assemblage.

Lord Aberdeen took the chair promptly at eleven o'clock, being followed into the chamber by the delegates in order of seniority. While in Canada they are the guests of the government. The Governor-General delivered a warm welcome and said the occasion on which they had assembled was likely to prove a memorable one. He trusted that the deliberations would result in benefits to the Empire of Great Britain.

Sir John Thompson delivered a happy speech in welcoming the delegates on behalf of the Dominion government. As on previous occasions Colonial delegates had exchanged pledges over their grievances, to-day they pledged anew their faith in the progress and development of this great Empire which they represented. (Loud cheers.)

The Earl of Jersey returned thanks for the hearty welcome which had been accorded the delegates. The historian liked to mark the epochs of peace, and they might thank the Earl of Jersey for the opening of a new epoch which should be fruitful in peace, although the former conference had been to perfect arrangements for protection in time of war. He expressed himself as in full sympathy with the objects of the conference, and declared his confidence that what Canada had done to bring the Northern and Southern parts of the Empire together, and praised the enterprise which had built the C.P.R. (Applause.) He thought it was a happy occasion for the opening of the conference that the good wishes and smiles (indicating the galleries) of the fairest ones of Canada should look down upon us (loud applause) and the delegates took the earliest opportunity to offer them their homage and respectful admiration. In conclusion he expressed his assurance that they would spend a pleasant time in Ottawa, after the reception they had received.

Lord Jersey's speech was acknowledged to be the speech of the occasion. Hon. Nicholas Fitzgerald, representing Tasmania, followed. He referred to the picturesque nature of his colony and its foremost position in loyalty and devotion for extended trade relations with the rest of the Empire. It was an auspicious day on which they met, being the anniversary of the Dominion of Wales, and he hoped the conference would be fruitful in peace to extend to the furthest corners of the world the blessings of trade and commerce. He concluded by endorsing the sentiments of his countrymen, saying that he hoped the conference would be productive of much good to the colonies and the empire.

Hon. Mr. Suttler, of New South Wales, and Mr. De Villiers, of the Cape of Good Hope, then called upon and made pleasing replies.

Hon. Thomas Playford, of South Australia, dwelt in a business like manner upon the possibilities of the extension of trade between his country and Canada.

A. L. Macdonald, of Queensland, was the next speaker and was followed by Hon. Simon Fraser for Victoria. After Mr. Thynne, of Queensland had spoken, the delegates moved. That a committee be appointed to receive and forward the congratulations from the conference to Her Majesty the Queen on the occasion of her having attained the 50th anniversary of her coronation. This was done and a resolution on those lines was adopted by the conference, Lord Aberdeen expressing his heartfelt pleasure it would give him to forward it to Her Majesty and assuring them beforehand of his gracious reception.

The meeting broke up by singing "God Save the Queen."

The banquet given by the Canadian government to the Imperial and Colonial delegates was a most successful function. Three hundred gentlemen—senators, members of parliament, representatives of boards of trade, etc., were present. The speeches were characterized by expressions of loyalty, and devotion to the Queen and motherland, and the desire for preferential trade arrangements within the Empire was strongly expressed. Several Australian spokes of the great object lesson which United Canada furnished to the world, and said they should return home strengthened in the determination to work for the federation of the Australian colonies. A reference to Hon. Cecil Rhodes evoked tremendous cheering.

WESTMINSTER PENITENTIARY.

NEW WESTMINSTER, June 28.—(Special)—The Royal Commission on penitentiary affairs was continued to-day. Inspector Miller testified that 4,000 flour sacks had been taken away by order of the Deputy Warden. The only other witness was Deputy Warden Fitzsimmons, who denied every charge preferred against him, but admitted many irregularities. He contradicted Judge McCreigh's statement regarding the keep of the latter's horse, claiming that the Judge did not pay for the horse's keep, but gave him the money to be spent on charity.

FAST ATLANTIC SERVICE.

MONTREAL, June 28.—(Special)—In an interview regarding the proposed fast Atlantic service yesterday, Sir William Van Horne said an Atlantic steamship service of the highest class was one of the very greatest needs of the country, and he had no doubt of its success if properly established and handled.

Wheat in Chicago.

CHICAGO, June 28.—The close on wheat to-day was one-eighth of a cent higher than yesterday, but the market throughout the entire session, and until within a few minutes of the end of the day's trading, was decidedly weak, and prices ruled one-quarter to three-quarters cents under Thursday's figures. The rally came about through the sale of 15,000 bushels of cash wheat by Sellers, who afterwards posted in the market as a buyer of futures. The Liverpool closing prices were opposed to a decline, although early the market at that point was weak and lower. Private advices report the close to be firm, owing to a falling off in supplies. There was a continued liquidation of "long" wheat to-day. July received the most attention in that respect, although there was plenty of offerings of September. The weather was one of the leading factors on the "bear" side.

Wood's Pills are the best after-dinner Pills, assist digestion, cure headache, try a box.

BRAMPTON, June 28.—Dr. Robinson, Liberal, has retired from the contest in favor of the Patron candidate, E. J. J. J.