

STANBURY SUCCESSFUL

Despite His Lack of Condition the Australian Defeats Harding With Ease.

Road Racing and Record Trials—Intermediate Lacrosse on Saturday.

LONDON, July 13.—James Stanbury, the Australian, defeated "Wag" Harding to-day in the sculling race on the Thames for the world's championship. The race attracted great crowds to Putney and Mortlake, notwithstanding the intense heat of the day and the watermen along the Thames were especially interested. With them Harding was the favorite. The opinion was that Stanbury had neglected to allow himself reasonable time to prepare for the race, he not having undergone strict training at any time during the past three years. Thus the Australian had a terrible task to reduce his weight. He indulged day after day in the most violent exercise which frequently brought on severe illness before he left his boat. Latterly his work has been better systematized, and when he entered his boat to-day he weighed 182 pounds. Harding, on the other hand, did not need to train as severely as his rival, but has been doing steady work in his boat. To-day he weighed 134 pounds. Harding rows a Clasper boat, while Stanbury rows a Swaddle. Mr. J. C. Gardner, of the Thames Rowing Club, umpired, and the wind and tide were favorable for a good race. Betting was even. Harding won the toss and chose the Surrey side. After three false starts the men got away at 3:30 o'clock, each pulling 35 strokes to the minute. At the twenty-second stroke Stanbury led by a length. At 500 yards from the start he was two lengths in the lead and took Harding's water. The mile was made in four minutes and twenty-eight seconds, Stanbury leading by four lengths. At Hamersmith the Australian increased his lead to six lengths, the time at this point being 8 minutes 17 seconds, which is 12 seconds better than the record. The race from this point to the finish was a mere procession, Stanbury rowing easily and frequently looking around to view the course. Barnes' bridge was reached in 18 minutes 17 seconds. Stanbury won what appeared to be an easy victory. Time, 21 minutes 21 seconds.

LACROSSE.

THE WORLD'S CHAMPIONS COMING.

The Vancouver carnival committee have almost decided to bring the Shamrock or Capitals lacrosse team to Vancouver. They will offer free transportation and \$1,000. The team will be billeted there and any team in the province wishing to play them will have to go to Vancouver, visiting teams being given a percentage of the gate. It is thought a week's schedule can be arranged.

SATURDAY'S INTERMEDIATE FIXTURES.

On Saturday next there will be two matches in the intermediate championship series, the Westminsters engaging the Nanaimos—the leaders in the race—and the Vancouver Beavers crossing sticks with the Intermediate Capitals in this year. The Capitals lost the former game through sheer hard luck, and hope and expect to turn the tables on their rivals on the present occasion. Both clubs will place strong teams in the field and the spectators may look for something like the games they were treated to last season.

THE WHEEL.

TO REGULATE ROAD RACING.

The promotion and encouragement of road riding and the regulation and direction of road racing constitute the two chief planks in the platform of the Canadian road club, a new national association that has been organized with about one hundred enthusiastic charter members, and which has conferred on Mr. C. H. Gibbons, of this city, the office of Chief Contender for British Columbia. Heretofore road racing was under the ban of all associations, and there have in consequence been no rules promulgated for the management of road races. These the newly formed club, while taking special care to see that every road race of record attempt shall be correctly timed, the new association will co-operate with, not antagonize, the C. W. A.

BOARD OFFICERS APPOINTED.

The current issue of the Canadian Wheelman, the organ of the C.W.A., announces the appointment of the following association officers in British Columbia—known as C.W.A. district number 14: C. H. Gibbons, Victoria, and J. W. Prescott, Vancouver, members of the Dominion board; J. M. Powell and G. E. Trowey, Vancouver; Justin Gilbert, Charles Bush and T. W. Edwards, Victoria; Dr. H. J. Watson, Wellington; C. Oatwood and Geo. Gray, Nanaimo; and J. A. McMartin and G. L. Wintemute, Westminster, to be members of the newly constituted district board. The same issue of the Wheelman contains excellent likenesses of Mr. J. A. Fullerton, chief consul for the district, and of Mr. Prescott, the hard-working secretary of the Burrards.

YACHTING.

AGAIN "METEOR" TRIUMPHS.

ROTHESAY, Firth of Clyde, July 13.—There was another contest to-day between the first class yachts Meteor, Britannia, Satania and Ailsa in the regatta of the Northern Yacht Club. When the yachts got away a wholesale breeze was blowing from the southeast. The course was the same as last Saturday, five miles. The Meteor crossed the line at 10:30 a.m., the Britannia close upon her lee. The Satania followed, the Ailsa being in her wake.

The Saint, Penitent and Niagara started at 11 o'clock to sail a thirty-two mile race for prizes of £15 and £5. The Penitent won, Saint second.

The first consignment of the much talked of Japanese bicycle has made its appearance in the local market. It is not likely to supplant the home manufactured article to any alarming extent.

THE CITY.

(FROM THE DAILY COLONIST, JULY 14.)

The annual "hunters' picnic" was held at Langford Plains on Sunday last, trap-shooting being the chief sport of the day.

The publishers of The Navy and Army Illustrated (London) have issued a request for photographs of the Fifth Regiment Canadian Artillery in order to have the corps represented in that publication.

The Methodist camp meeting in progress for a week past at Sidney closes to-day with morning, afternoon and evening services. The special train service continues until the close of the camp meeting.

The residents of Victoria West are to hold a mass meeting in Fairall's hall this evening to consider the best means available for restoring direct communication between their suburb and the city proper.

LOUIS CHRISTOPHER, who appears to have an unfortunate mania for arraying herself in costumes not her own, was again convicted of petty thieving in the city police court yesterday, and was sentenced to three months' imprisonment at hard labor.

ARGUMENT on the reserve cases of Dr. Garrow and Harry Crocker, convicted of manslaughter at the spring assizes, will take place before the full court to-day. Sentence was reserved, it will be remembered, to enable counsel to cite certain new authorities bearing on the case.

A LETTER has been received by Major Gregory stating that the necessary arrangements have been made for the three headquarter companies of the Fifth Regiment visiting Vancouver during the carnival week, which will be about the first week in September.

ROSS FERGUSON was yesterday served with a summons requiring him to appear in the city police court this morning and answer to a charge of assault preferred by his wife. The poor woman when she came to the police station to file her complaint bore the marks of very cruel treatment.

DURING the month of June the Friendly Help Association supplied ten families with necessities of clothing and nine with groceries, 18 families in all receiving relief. Donations were received during the month from Mr. S. Gore, Mrs. Vincent, Mrs. Teague, Mrs. Gordon McConnan, Mr. A. E. Carmichael, Capt. Palmer, Mr. Monck and Mrs. Notte. The rooms are now open as usual every Monday, Wednesday and Friday morning from 11 to 12:30.

MR. HENRY PARSONS, of Minneapolis, who has been in the city during the last few days, looking after the interests of the late J. G. Leveridge and his wife, who were victims in the Point Ellice disaster, returned East by last night's steamer, taking with him his little Nelly and Ralph Priestly, the children of Mrs. Leveridge. Mr. Parsons wishes to convey to the many friends and acquaintances of the deceased his grateful thanks for the sympathy and kindness extended to the orphaned little ones in the hour of their terrible bereavement.

The pastor and congregation of St. Paul's Presbyterian church, Victoria, will know the meaning of Christian neighborliness, Sunday at 10 o'clock, morning service Rev. Mr. MacRae took occasion to refer in feeling terms to the loss Rev. J. P. Hicks of the Victoria Methodist church had sustained during the week by the burning of his home with all its contents. It was the congregation promptly decided to show its sympathy in a practical way. Mr. L. Tait volunteered to take charge of the funeral services from members of the congregation to assist Rev. Mr. Hicks in the restoration of his home, and this offer was gladly taken advantage of.

BEYOND where the sports were taking place on the Arm on Saturday afternoon the choir of the First Presbyterian church under the pilotage of Captains Brown and Muir, spent three profitable hours studying the peculiar habits of the shell fish in that locality. It was an afternoon outing and the wonderful course of the water and change of tide had more than the ordinary interest for the pleasure seeking sojourners, for such they were by force. The kodak man was with the party and although a number of the "poses" were not the best owing to the unevenness of the keels of the boats resting partially on banks and surrounded with thick sea grass, steps and excellent pictures were secured. The day, however, was a little too warm for comfort and the sun spoiled many a fair complexion.

GEORGE CICERO, whose face and figure have since '58 been familiar to all mining camps from Mexico to Cassiar, was found dead in his room at the New York hotel in this city on Sunday afternoon last, death—long looked for—having at last released him from the pain that had been his continual portion during several years. A thorough representative of the type of western mining camp gambler, made familiar to the world by Bret Harte and Dan Quinn, "Cicero" was one of a class at once unique and now fast disappearing. He was a reckless and inveterate gambler, but he was never known to play anything but a "straight" game or to turn a deaf ear to an appeal for charity. Quiet, unassuming and with an almost inexhaustible fund of information concerning the many mining districts in which he had spent the greater part of his life, poor George had many friends and no enemies. The companions of his prosperous days in this province will to-morrow lay him tenderly at rest, for no one knows who or where his relatives are—if any live.

Almost every convenient camping place in the vicinity of Victoria has now its full share of white canvas homes, the city folk having this year gone in for the delights of camping more heartily than ever before. Esquimalt harbor, Gordon Head, the Arm, Macaulay Point, Oak Bay, Cadboro Bay and Cordova Bay all have their enthusiastic transient residents. There have been ideal camps for the most part, with plenty of wood and water, fish, fruit, etc., ready to be used. The great and crying need of the campers is men—if not men at least a man for each camp, for the ladies are lonely and masculine society and protection is at a premium. Several of the public parties have lately found it necessary to send to their more fortunate neighbors with the request for the loan of a man, and as this became common the lucky holders of the coveted protectors have

lately shut down on lending. It is now in order for some enterprising young men to go into the protector business on a systematic scale. There is room for them to win the hearty gratitude of their lady friends.

Bus fares are reported to be raging all along the line of the E. & N. railway, and considerable damage to timber has directly resulted.

The 12th of July was observed by the Loyola Orange Lodge of Victoria with a parade to the Metropolitan Methodist church at 11 o'clock, Rev. Solomon Cleaver preaching a sermon of special applicability to the occasion. In the evening a large representation of the Orange lodges, both Orange and True Blues, left by the steamer R. P. Rithet to take part in the imposing celebration at New Westminster yesterday.

THE celebrated DeMoss family, who on Sunday last conducted services of sacred song in the Baptist churches of the city and last evening gave a secular entertainment at Calvary church, are rightly entitled to the name by which they have become known throughout the continent—the lyric bards of America. Their singing is of the most finished, artistic and sympathetic order, while their instrumental work is on a par with their admirable vocal work. Last evening's programme was a revelation to those who had the keen pleasure of listening to its presentation.

MR. ROBERT ROBERTS, the Christadelphian writer and lecturer who has frequently appeared in public during the past week, commencing his course in this city in the A.O.U.W. hall, is the subject of his talk being "Further Signs of the Coming of Christ." The lecture was much in line with the one given on Sunday evening when Mr. Roberts spoke of the "Gathering Storm All Over the World." Both lectures were better attended than either of the others, and the one last evening was the best attended of all, proving the growing popularity of the course.

ACCORDING to the pretty custom of the society to decorate with flowers the graves of its dead at least once a year, all three city lodges of the Knights of Pythias, accompanied by the members of Behnken Temple, R.S., spent Sunday afternoon at Ross Bay cemetery, paying their tribute of love and respect to the memory of the departed Pythians there interred. The brief but interesting ceremonies of the order were conducted by P. G. C. J. M. Hughes and Prelate M. J. Conlin. Each green mound was left hidden in a profusion of the choicest blooms, the supply of flowers being this year especially plentiful, thanks in great measure to the generosity of Mrs. McCavish and Mr. H. Dallas Helmecken, M.P.P.

DANCING, with light refreshments of cake and raspberries, constituted the delightful entertainment furnished by the Daughters of St. George in A.O.U.W. hall last evening. There was a large attendance of young people, whose buoyant movements indicated that the evening was an abundance of berries, and the cheerful pretence of the managing ladies made every one feel at home. Among the ladies in charge may be mentioned Mrs. R. Penketh, president; Mrs. M. A. Penketh, Mrs. Greenleis, Mrs. Churton, Mrs. T. Bradbury and Mrs. Cox. Another book read, "The Society as a Looking Forward to with considerable expectancy is a calico ball, which they have arranged to hold on August 4.

THIS intense anxiety for the Victoria sealers now on the Japanese coast which has prevailed since the receipt of news of the terrible tidal wave of mid June was in large measure dispelled by a cypher telegram received Sunday afternoon by Messrs. E. B. Marvin & Co. This message was in reply to a direct question as to whether any mishap had befallen any of the Victoria schooners, and on being translated through the hours studying the peculiar habits of the shell fish in that locality. It was an afternoon outing and the wonderful course of the water and change of tide had more than the ordinary interest for the pleasure seeking sojourners, for such they were by force. The kodak man was with the party and although a number of the "poses" were not the best owing to the unevenness of the keels of the boats resting partially on banks and surrounded with thick sea grass, steps and excellent pictures were secured. The day, however, was a little too warm for comfort and the sun spoiled many a fair complexion.

SHIPS AND SHIPPING.

The Canadian Pacific steamship Empress of China berthed at the outer wharf at 9:30 last evening, having been brought to the dock by Pilot Thompson. The steamship left the Terminal City soon after the arrival there of the Eastern mail and arrived here when the tide was about half flood. She carries a full cargo, and received no freight here. Six Chinese coolies and two passengers boarded the vessel when she was in port, the complete list of the latter being as follows: Mr. and Mrs. G. Marshall Allen, Capt. and Mrs. J. F. Allen, Mr. and Mrs. D. E. Brown and child and nurse, Prof. W. H. Christie and son, Mr. Henry Cecil, Mr. W. H. Decker, Mr. T. M. Garland, Mr. J. R. Gieson, Mr. E. H. Grimaldi, Mr. H. B. Hitchens, Mr. J. Hoyt, Mr. W. Harrison, Mr. Stanley Leathes, Mr. J. A. Norcross, Mr. Mrs. Nutter, Mr. W. Nutter, Jr., Rev. and Mrs. W. A. Noble, Mrs. Post, Mr. Richardson, C. Turner, T. Woynens, THE N.P. LINERS.

The big steamship Braemar, of the Northern Pacific line, will leave for Tacoma laden upon her second arrival in port. She is expected to leave Tacoma early to-morrow morning with the latest cargo, and will be expected to return to this port, reached Yokohama on the 10th inst., and the Tacoma, also of the same flag, but inward bound, left Yokohama the previous day full of freight and passengers.

MARINE NOTES.

The ship Glory of the Seas and the bark Adair, bound to sea with the Lorne on Sunday, coal laden from the Union mines.

The Lorne yesterday took the ship J. C. Potter, coal laden from Departure Bay, to Victoria, being bound for the South. To-day she will tow out the Venture, which took her cargo at Comox. Steamer Danube is expected to sail for the North to-morrow.

THE BRIDGE PROBLEM.

Request by the Tramway Company That the Corporation Define Their Position.

Tardy Acceptance of the E. & N. Company's Offer of Temporary Use of Their Structure.

Water Service for the Higher Levels—That Fire Inquiry—Belleville Street Work.

There was a full meeting of the board of aldermen last evening, Mayor Beaven presiding.

A letter from Captain Grant, transmitted by the city engineer, stated that the new bridge at Point Ellice so encroaches upon his wharf that it is necessary for him to build an addition to the wharf, and suggested that the city should reimburse him for the expense. He deferred to streets committee and city engineer.

The following letters relative to the city bridges and their use by the tramway company were read:

VICTORIA, July 9, 1896.

DEAR SIR:—Re Consolidated Railway Company. We understand that the public but not for tramway traffic.

We would like to know if the policy to be pursued by the city is exclusion or attempted exclusion of the railway from the use of bridges? If it is, the Company will have to take the necessary steps to compel recognition of the Company's statutory rights as well as to enforce the agreement with the city which gives the right of way in express terms over the James Bay bridge and Rock Bay bridge.

The present inaction results in great inconvenience to the public and loss to the company.

We might point out that notwithstanding our forwarding Mr. H. P. Bell's report re James Bay bridge no action has been taken thereon.

McPHILLIPS, WOOTTON & BARNARD.

VICTORIA, 10th July, 1896.

DEAR SIR:—I am in receipt of your letter of the 9th inst. in regard to James Bay bridge. As you are aware the corporation and the Consolidated Railway Company after a conference upon the subject entered into an arrangement on the 17th June, 1896, for the opening of that structure for the use of your traffic, under conditions contained in the correspondence of that date. The wooden barrier was immediately removed from that bridge.

On the 26th ultimo you enclosed a report upon the condition of the bridge, made for you by Mr. H. P. Bell, C. E., which practically agrees with Mr. Wilmot's views, as to its condition, but suggests that if heavier cars are carried than such as are mentioned in your recent agreement with the city, that it will be necessary to strengthen the bridge within the next twelve months. The council has your communication under consideration last evening and decided to inform you that the corporation does not feel prepared to expend the sum estimated for the proposed repairs to James Bay bridge in view of the fact that the city engineer has reported the bridge safe for tramway traffic under the conditions agreed upon by the Consolidated Railway Company and the corporation, and that it is suggested that the company that the city will make the proposed repairs if the company will furnish the funds necessary for the purpose, the estimated cost for which is \$775.

With regard to Rock Bay bridge, the city engineer reports that it is safe for all ordinary traffic, but that it requires a number of additional stringers before he can recommend its use for tramway traffic. The city engineer and the street committee are authorized to confer with your company upon this subject. I am not aware of any opinion on the part of the corporation or desire to commend you in any way. The conditions upon which the James Bay bridge can be used by the company were set out in the 17th of June, 1896. The Rock Bay bridge has been strengthened and repaired and can be opened for tram traffic as soon as the company and the committee arrange for the same and necessary strengthening completed.

The plans for the Point Ellice bridge, which has been the subject of many conferences, are in the hands of the city engineer, and as soon as in readiness will be submitted to your company. I am sure you will admit that the safety of the public must be guarded in every possible way, and that it would be highly improper for your company to use Rock Bay bridge when the city engineer reports it unfit for your traffic. I herewith enclose Mr. Bell's report, which you were good enough to send, and hope that your company has not been inconvenienced in consequence of our retaining it a few days.

Yours very truly,

ROBERT BEAVEN, Mayor.

VICTORIA, July 11, 1896.

GENTLEMEN:—When Mr. McPhillips last met you upon the subject of the Point Ellice bridge matter, it was agreed that you would put in writing what was required of the company so as to provide for the tramway traffic between the city, Victoria West and Esquimalt. That being done the company would consider it and give an immediate answer, yet it is now more than a week and no communication has been received from you. As before pointed out, it is the intention of the city to exclude or attempt to exclude the company from the bridges it had better be stated and legal proceedings be immediately taken. The company all along has been desirous of meeting the convenience of the public and has been willing to even contribute money towards a bridge, to re-establish the broken communication, although the obligation of that kind rests on the company. We would earnestly request that matter be put on a definite basis so

that something can be done and the situation met.

McPHILLIPS, WOOTTON & BARNARD, Solicitors for Cons. Ry. Co.

VICTORIA, July 13, 1896.

Robert Beaven, Esq., Mayor:

DEAR SIR:—(Re James Bay bridge). We have to acknowledge the receipt of your letter of the 10th inst., in which you enclose Mr. H. P. Bell, C. E.'s report on said bridge.

You would seem to read the report more favorably than we do. After the receipt of your letter we again took up the matter with Mr. Bell and we enclose you herewith a copy of his supplementary report. You will see from this that if the company enter upon the use of the bridge it is asked by the engineer that some of the timbers are not sound and that they be remedied before the bridge is used by the company. Now if any of the timbers are not sound the city as the guardian of public safety ought to see to it, and the company would not be justified in using the bridge as matters now stand. Further, the work that is estimated in your letter at \$775 has to be done. It cannot be said that this work is because only of the bridge being used by the cars of the company. Finally what we desire is that the city should state definitely what position it takes, that is: (1) Is the company to understand that it must do the work? (2) If the company should decide to do the work, has it leave to do so? At the same time the company does not admit any responsibility in respect of bridges, and any work it may do or pay for is done or made under protest and without prejudice to the position of the company. The position taken by the company being the right of use of bridges, and the duty by express agreement entered into by the city is to maintain the bridge fit for the company's purposes. Further, there is the statutory authority of user. What we would desire and at once is, that the city take some definite stand, in the meantime the company is suffering damage for which the city will be held liable and the public seriously inconvenienced.

Re Regulations.—Now that it is probable that Rock Bay and James Bay bridges may be used in the near future, if the city desire to improve regulations for the means of considering the present structures, it would be well for the city to fix the regulations under which the company is to use the bridges, and the company do not object to the regulations informally discussed and agreed to, but we think the city should formulate same and put the regulations in such form as the company will have the aid of the police power to carry out the regulations when made.

Yours truly,

McPHILLIPS, WOOTTON & BARNARD, Solicitors for Cons. Ry. Co.

VICTORIA, July 13, 1896.

To His Worship the Mayor:

SIR:—The following is an approximate estimate of cost of removing the old Point Ellice bridge and constructing a pile bridge on the same site suitable for tramway traffic.

Removing old bridge, say.....	\$1,400
Estimated cost of pile bridge with 70 feet span truss.....	4,150
Total.....	\$5,550

Respectfully submitted,

E. A. WILMOT, City Engineer.

Ald. PARTRIDGE moved that the corporation be laid over for consideration at a special meeting.

The Mayor pointed out that the company request an answer.

Ald. MARCHANT seconded the motion to refer to a special meeting, as he thought the matter could not be considered intelligently to-night.

The Mayor—And no reply be sent? Ald. HUMPHREY thought it would be the business of the special meeting to decide on the reply.

The motion was carried.

Secretary Elworthy of the Board of Trade requested an appropriation of at least \$175 towards the cost of publishing 5,000 copies of the annual report. Referred to the finance committee.

The secretary of the Medico-Chirurgical Society wrote that they do not consider it necessary for their members to wear badges, and asking that they be permitted to drive over bridges faster than a walk when on the way to attend urgent cases.

Mr. T. West wrote with respect to the claim made through the Colonist on the slow progress being made with the pile bridge at Point Ellice. He explained that the cause has been the lack of timber and iron, and that he has made the material supplied to him. It was explained that steps have been taken to secure a better supply of lumber, and after discussion it was resolved that Mr. West be informed that the council are satisfied that he has done all that was possible under the circumstances.

Archer Martin wrote complaining of the water service to his residence, and stating that falling redress he would be forced to prefer an indictment against the corporation for breach of its statutory duty. A letter from the water commissioner suggested that another line of pipe be run from the pump house to the higher levels, so that the force would not be diminished by the water being drawn off en route as at present; also that Mr. Martin had been informed when he was building his house on the highest spot to be found in the city that there would be a difficulty in securing a regular supply of water. The writer will be informed that steps are being taken to improve the supply of water to the higher levels.

The report from the committee of the whole on Ald. Macmillan's charges against the fire department, declaring read. The alderman took exception to the report and spoke disparagingly of the attitude of certain members of the committee and some of the witnesses.

Ald. WILLIAMS wanted to know why himself the investigation, instead of "after" then giving in like a whipped spaniel, leaving it till now to get up before the public and insist that he was right in making the charges.

Other aldermen protested against the attitude now taken by Ald. Macmillan, and in favor of the finding of the report. It was then received and filed.

A report from the finance committee recommended an appropriation of \$800 for laying an 8-inch pipe for water service from the pumping station to Fernwood road. This was agreed to.

The fire wardens reported the building No. 19 Government street in a danger-

ous condition, being seven inches out of plumb at the rear and supported only by two props, and recommended that it be taken down. Agreed to.

The committee of the home for the aged and infirm recommended the admission of William Monk. Adopted.

A report from the streets committee recommended, with respect to the offer of McGregor & Jeeves to supply material from an excavation for the deposit on Belleville street, at the usual rates, that it be not entertained, as there are no funds available.

Ald. MACMILLAN said there was an additional reason, that in 1894 McGregor & Jeeves had taken certain earth from city work and deposited it on private property. He thought that as they had taken earth free then they should be compelled to deposit it free now.

The report was adopted.

Another report from the streets committee recommended that, as it will take a good deal longer than expected to complete the Point Ellice bridge, the City Engineer be authorized to proceed with the replanking of the E. & N. railway bridge so as to give immediate communication with the city to the people of Victoria West.

Ald. GLOVER said this ought to have been done weeks ago, instead of putting the people to the inconvenience they had suffered for several weeks.

Ald. WILSON said the reason this proposition has been made is that Mr. Dunsmuir had forbidden any more vehicles going over the bridge without replanking, as a horse had gone through yesterday. Mr. Hunter, the manager of the railway, had suggested that inch planks would do for the covering, and this will cost only about \$100.

The report was adopted.

A resolution authorizing the demolition of several old buildings was adopted. The Engineer has been working on the replanking of the newspapers about the removal of garbage in the daytime, which is against the by-law.

The council adjourned at 10:35 p.m.

CARIBOO THE GOLDEN.

(FROM THE B. C. MINING JOURNAL.)

C. A. Semlin, Philip Parks, Wm. Walker, J. C. Barnes and several other prominent farmers and stock raisers were in Ashcroft this week. All agree that the hay crop will be very good, the range not likely to be in good condition for wintering stock the coming season.

Wm. McCorkle and Engineer Sims of the Underwood Dredging Company came down by the last stage. Mr. McCorkle is satisfied that the river beds of Cariboo will pay well for working and that the only thing to do is to get the proper method. Of the ultimate success of dredging he has no question. It may be as is now being tried by pump or it may be buckets or dippers which will lift the gravel bodily.

Al Coon, a Chinese merchant at Quesnelle Forks, has a handsome nugget worth \$127 taken out of Ah Coon's placer claim at the mouth of Kethley creek, Cariboo. This claim has been worked successfully for several years, the output last year, worked only with six Chinamen for a short season, being between five and six thousand dollars. There is gravel enough for a lifetime on the ground owned.

Quartz is attracting more than ordinary attention and a number of ledges have been lately staked off. That we have got quartz ledges in Cariboo has been amply shown, and if they have been thoroughly prospected as some of our placers we should have a rich camp here to-day. On Lovatt creek, three miles below Beaver Pass, Messrs. Williams and Rablin have their tunnel in about 300 feet but no bedrock yet.

At Beaver Pass John Peebles is spending a good deal of money in draining, fencing and clearing the old Beaver Pass ranch. If he can succeed in raising plenty of good Timothy hay he will have as good a claim as there is in the country.

The Dragon Creek Hydraulic Mining Company, under the superintendence of Mr. Gust Lange, is doing good work. About twelve miles of the river have been working for about six weeks and have disposed of a lot of gravel. When their supply of water begins to slacken the dam built last winter will be used to store water over.

Mr. Lange hopes to strip a big piece of bedrock before the season is finished.

Clarence Miller, of Anacosta, Mont., who has been prospecting in the region of Pemberton Meadows, has been to Seattle to purchase hydraulic supplies. Mr. Miller, V. S. Bressler and Major Burnett, of Vancouver, have made of late some valuable discoveries about 50 miles from Lilloet, and not far from the old Cariboo road. They have located three claims on a mammoth ledge, of which Mr. Miller exhibits some fine samples of ore. The ore, Mr. Miller says, will average \$50 to the ton in gold, silver and copper, gold largely predominating. At one point a creek comes down fifty feet below the surface; the ledge shows 100 feet wide, at a point 750 feet away it is again shown up in the same way by the creek crossing the ledge. In addition to these claims Mr. Miller says they have some valuable placer ground that will pay well for working. A half mile from the quartz ledges referred to, and running parallel, the same parties have made two locations on a ledge fifty feet wide that carries a large percentage of silver and copper. Mr. Miller, a practical chlorinating man in charge of works in Idaho before coming to this section, seems to be very certain that they have what he represents, and if so, a tremendous camp will be the result.

DO YOU DYE COTTON AND MIXED GOODS?

The only household dyes that make perfect, bright and unfading colors in dyeing Cottons and Mixed Goods, are the Diamond Dyes. These popular dyes give colors that will not wash out with soap or fade in sunlight.

Many of the "Diamond" Cotton dyes are patented, and cannot possibly be lawfully copied by other dye manufacturers, so if you want satisfactory dyes for Cotton goods of any kind, be sure to ask for the Diamond Dyes for Cotton and Mixed Goods. Refuse all cheap and worthless imitations.

The summer meeting of the Vancouver Jockey Club takes place on August 7 and 8. Two programmes is a very interesting one of ten events—seven dashes and three trots.

NEWS.

The Damaged Flood—He

Vancouver's on the C. Ma

(See)

VANCOUVER

signment of arrived from water prisons the arrival of Danube for di