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UNE OF
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AMENTARIANS.

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Another Princess In the Water

Fourth of the C. P. R. Fleet Launched Yesterday From Bullen's Ways.

Rumor That Fast Boat Is to Be Placed On the Sound Run.

On the 5th July, 1902, the keel was laid at the shipbuilding yard of the British Columbia Marine Railway Company, Limited, at Esquimalt, of the largest steamship yet constructed upon the Canadian Pacific coast. Messrs. W. F. and H. T. Bullen, the directing managers in Victoria, secured from the C. P. R. Company the order to build for them a steamer to be placed upon the Alaska route, and with slight intermissions from labor, caused by the extremely wet weather, construction has gone on continuously, till yesterday at 4:30 p. m. the magnificent structure, a lasting monument to the skill of the designers, constructors and the employees, was released from the cradle by the hand of Mrs. Pitcherbert Bullen, who, breaking a bottle of champagne, festooned with streamers of white and red, the C. P. R. colors, upon her bows, christened her the "Princess Beatrice."

The solidly built, yet beautiful specimen of the shipbuilders' art, slowly commenced her descent into the element through which she will in future proudly plough her way, and gradually increasing her speed, plunged into the waters of Esquimalt harbor, and rested peacefully upon the bosom of her future home. Amidst the cheers of the onlookers, and almost before they had realized it, a most successful launch had been accomplished, and Messrs. Bullen were receiving the hearty congratulations of their friends upon the fine addition to the local steamship fleet.

The Princess Beatrice is 212 feet long, 36 feet beam, and 25 feet moulded beam. She is expected to draw about 15 feet of water. Her gross tonnage will be about 1500 tons, and her registered tonnage about 900 tons. Her engines are triple-expansion, driven by Scotch marine boilers, and will have 1,000 horse power. Her cargo carrying capacity will be about 700 tons, and she will have accommodations for 100 first class passengers and a large number of intermediate passengers. Her two boilers will each carry about 180 lbs. of steam, and are tested up to 450 lbs. The Princess Beatrice has two funnels and one mast.

Amongst the guests invited to witness the launching were Admiral and Mrs. Bickford, Capt. Baker, Hon. C. E. Pooley and Mrs. Pooley, Mr. and Mrs. Jas. Dunsmuir, Mr. and Mrs. Hamilton Abbott, Mr. and Mrs. E. Dewdney, Mrs. McC. Smith, Mr. and Mrs. E. Blackwood, Mrs. and Mrs. Reveck, Mr. and Mrs. Hy. Croft, Mr. and Mrs. D. R. Ker, Mr. and Mrs. C. W. Rhodes, Mr. and Mrs. J. Ambery, Mr. and Mrs. W. Stevens, Mr. and Mrs. R. W. Dunsmuir, Mr. and Mrs. C. A. Holland, Mr. and Mrs. Geo. Courtney, Mr. and Mrs. Jos. Hunter, Mr. and Mrs. C. F. Todd, Capt. and Mrs. Cox, Captain Newsby, Mr. H Pooley, Miss Pooley, Hon. R. G. Tatlow, Mr. Jos. Macfarland, Capt. Gaudin and wife, Mr. and Mrs. Vincent, Mr. B. J. Ferry, Mr. and Mrs. C. S. Baxter, Mr. and Mrs. W. W. Bolton, Mr. Geo. Bolton, Miss V. Bolton, Mr. and Mrs. Jervis Wake, Mr. H. Wake, Mr. and Mrs. Robt. Brett, Mr. Loveroan, Mr. Crittle, Mr. G. Akin, Mr. and Mrs. Monteith, Mr. E. V. Bodwell, Mr. W. Turple, Capt. Grant, Mr. and Mrs. R. L. Drury, Dr. Lewis Hall, Mr. and Mrs. Rd. Hall and Mr. and Mrs. F. Barnard.

NORTHERN FREIGHT.

C. P. R. Profess Ability to Handle All the Northern Shipments Offering.

Freight agents of the C. P. R. profess to be in a position to guarantee prompt shipment of all the freight offering for the North.

Freight has been accumulating very rapidly at Vancouver, and there has been some anxiety expressed about getting it all away in time for it to go through to Dawson without interruption. The Princess May, the Danube and the Venture have just left the Terminal City, carrying heavy loads and there is still freight left on the wharves there to be forwarded. There has been some talk about sending the Tees out to relieve the congestion, but this report could not be confirmed, for inquiry made at the local steamship office elicited the information that nothing definite had yet been decided regarding the matter.

IMPROVED SOUND SERVICE.

Twenty-Knot Boat Promised to Handle Business From Port of Victoria.

The Seattle Times of yesterday says: "It is the intention of the officials of the company to give a daily service, the boat leaving Seattle at 8 o'clock in the morning and, on the return trip, reaching this place between 8 and 9 o'clock. A stop of about four hours would be made at Victoria. In order to give that service it would be necessary to have a boat capable of making an average of 20 miles an hour. It is said that the backers of the new company have a boat about the size of the Arrow or Flyer which can make the required speed. At the present time the names of the men in Seattle are being kept quiet. When all of the arrangements are completed the definite announcement will be made public."

EXCELSIOR ASHORE.

Seattle-Valdez Liner Runs Aground Near Wrangel Narrows.

The steamer Amur, which arrived at Vancouver yesterday morning, from Skagway, brought news that the Seattle-Valdez steamer Excelsior was ashore on the end of Midway Island, near Wrangel. The steamer's main deck is apparently covered by water at high tide. The crew and passengers are camped on the shore.

Lieutenant Jervis, of the Mounted Police, brought down three lunatics for Westminster. One of these escaped at Skagway and could not be recaptured.

UNCLE SAM ALARMED.

United States Aroused Over Depleted State of Their Foreign Shipping.

The following letter is receiving wide circulation among the newspapers across the line:

"In view of the importance of the subject by reason of the steady decrease of American ships in over-sea commerce, the New York Board of Trade and Transportation has appointed a special committee to lay before the country the salient facts as to the present condition of shipbuilding and shipowning in the United States. This industry, in which America stood long pre-eminent, is now engaged in a struggle for existence. You will find enclosed a brief statement of the actual status of American ocean shipping in 1903. This subject we trust will appear of sufficient interest to you to bring it before your organization for discussion. And after the question has been thoroughly debated, we suggest the propriety of your adopting resolutions embodying your views as to the best means by which American deep-sea shipbuilding and shipowning can be re-established. If you will favor us with a copy of such resolutions we shall be very grateful, and if you desire we will gladly place at your disposal any information which we may receive from time to time on this important subject."

This letter is signed by Aaron Vanderbilt, chairman of the committee on the merchant marine of the New York Board of Trade. Accompanying the letter, as indicated, is a succinctly prepared statement of salient facts regarding the situation as presented in the letter. In this statement there is much that is interesting. The opening paragraph is one that especially catches the attention. It reads as follows:

"It is a fact that the United States of 1810, with 7,000,000 inhabitants, owned more registered tonnage for over-sea trade than the United States of 1903, with a population of 80,000,000."

Another paragraph, a little farther on, is almost equally significant. It contains the following startling statement:

"The United States pays to these foreign vessels for conveying our freights and passengers, upwards of $100,000,000 a year. Much of this vast sum of money goes to steamers which are regularly enrolled on the "merchant cruiser" list of European governments, which are manned by naval reserve officers and sailors, and are available for service against us in war."

Following is a copy of the resolutions adopted by the New York Board of Trade and Transportation with reference to the matter:

Resolved, By the New York Board of Trade and Transportation that there is imperative need of the revival of American shipping in foreign trade. Our deep-sea tonnage has shrunk to one-third of the total of 1861, while most of our ocean commerce, which used to employ scores of shipyards and thousands of skilled mechanics and seamen, is now monopolized by other nations.

"Resolved, That a committee of five members, including the president of the New York Board of Trade and Transportation, be appointed by the president to inquire into the alarmingly depleted state of American shipping in the foreign trade; that this committee be urged to lay the subject before commercial associations, and all interests concerned in our deep-sea tonnage; that the press of the country be invited to help in ascertaining and recording public opinion as to the best means by which our shipping may be built up; that all sides of the question be discussed thoroughly and without regard to political or economic bias, and that the committee report its conclusions to the board not later than December 1, 1903."

Late Dawson News By Mail

Contract For Carnegie Library Let---Improving the Assay Office.

Stampede to Whitman Gulch---Wood Famine on Lower Yukon.

From Dawson exchanges just to hand are taken the following, indicating the trend of events in the far North:

Dawson Carnegie library will be built by Robert Moncrieff, architect and contractor. The price to be allowed for the erection is $23,157. The award was made on recommendation of the committee appointed by the council to examine and report on the revised plans. The original bid of Moncrieff was $26,500. Alterations in the plans made it possible for Moncrieff to reduce his bid to the figures given.

The capacity of the alleged government assay office and quartz mill is to be greatly increased within the next thirty days. Several tons of additional machinery, including Frue Vanner concentrators, and a complete cyanide plant for testing purposes, arrived recently and will be immediately installed. Mr. Dan Matheson, the promoter of the mill, says that when the machinery is in place the plant will be thoroughly up-to-date in every respect and as good and accurate mill tests can be made as in any part of the world.

The assay office is at present turning out between four and five assays per day; the ore coming from all parts of the territory.

A stampede took place to Whitman gulch, a tributary of Gold Run, a short time ago. Three miles of the gulch are staked and one man is taking a boiler to the place. Good prospects have been found on the gulch which enters Gold Run between Nos. 27 and 28. Those joining in the stampede were miners of Gold Run and the vicinity. The affair has created considerable excitement on the creeks.

A serious wood famine exists on the lower Yukon. The officers of the steamers which have been in port the last several days agree in this statement. They report the shortage along the stretch beyond Eagle that some of the steamers have been taking heavy supplies of wood from this end on barges. The cause of the shortage is given to the effect that the decision of the N. C. to burn oil this summer caused many of the old time wood choppers to cease work on the lower river and the further fact that with the extreme low water of this summer and the changing of channels as a consequence of the low water much of the wood which was cut last winter was left far from the present channels and beyond practical reach of the boats. The Isom, on her return this trip to St. Michael, will take 200 cords of wood down the river from Charley creek, north of Eagle. The coal supply available at lower river mines is being drawn on more heavily than was anticipated. Billy Williams, who owns the coal mines near Kaltag, was so discouraged at the opening of the season he left there and came to Dawson. A short time ago he received offers to buy large quantities of his coal, and he left Dawson post haste for his mine to take out another heavy supply.

Admiral Sir Robert Henry More Molyneux, G. C. B., who has just been gazetted as having retired from active service in the navy on his sixty-fifth birthday on Thursday, has a long and interesting career to look back upon. He was a middy on the Sans Pareil when it took part in the bombardment of Odessa and the attack on Sebastopol in 1854, and five years later won his lieutenancy by brilliantly capturing an armed slaver off the Congo while in charge of the cutter of the Vesuvius. The Russo-Turkish war, the bombardment of Alexandria, and the defence of Sudkim have all been included in his experience. In 1885 he became a Naval A. D. C. to Queen Victoria, and since then he has ruled Davenport Dockyard and the Royal Naval College at Greenwich.

NANAIMO DELEGATES.

The following Nanaimoites arrived by last night's train to join the Chamber of Commerce party here on their trip by steamer Princess Victoria to the Black Diamond city:

J. H. Cocking, president of the Board of Trade; George Williams, manager Canadian Bank of Commerce; Chas. J. Trawford, J. E. T. Powers, E. M. Yarwood, Edward Quennel, members of Board of Trade; Ald. E. C. Barnes; Mayor Manson; Will F. Norris, Free Press.

STRIKE PROBLEM.

The proposal to extend the New Zealand Arbitration Act to the other Australian Colonies, seems, says Engineering, to indicate a desire to deal with labour questions from the legal point of view, in such a manner as to preclude the possibility of strikes and lock-outs generally throughout the newly-created Commonwealth. But, asks our contemporary, if that legislation is as good as some of its advocates allege, why is it that in the new measure so many sections of the workers are to be excluded? If the provisions are good enough for all workmen employed by private firms, why are they not good enough for Government workmen? If the latter are excluded, then the Labour Party in the Legislature will fight politically for what they call labour's rights, and what they gain by party moves in the Chamber will have to be conceded by private firms. If such a course of procedure merely meant what has been done in this country by the Factory Acts, Mines Acts and other measures, all would be well. These are measures of protection for life and limb, and the health of the workers, male and female. But in New Zealand and in Victoria they seem to denote the fixing of wages and hours of labour; and the regulation of employment in such a way as to recall the six centuries of legislation in this country from the reign of Edward III. to the end of George III., all of which we have wisely abandoned and undone. The success of such legislation in New Zealand and Victoria has not yet been of a character, adds Engineering, to satisfy us that it is on the right lines, either for workmen, employers, or for the common good. It is at least doubtful at present, whatever it may be after a period of tribulation.

Lady Minto's Hospital Scheme

Outlines Same in Interesting Speech Delivered At Meeting in Vancouver.

Urges the People of British Columbia to Make a Generous Donation.

Following is the speech delivered by Lady Minto at the meeting held in Vancouver, on Monday, when her ladyship outlined her cottage hospital scheme:

"Ladies and gentlemen, I must thank you very much for coming here to this meeting this morning. I am sorry to say that my visits to Vancouver are very few and far between, and a very unfortunate day has been selected for the meeting. However, I cannot help it being Labor Day, and, of course, cannot delay the sailing of the Empress. I thank you heartily for coming here, and will now give you a brief sketch of the work that is being done. I think that if you look at the map on the wall you will get a better idea of our work than in any other way. The red crosses on the map show where the nurses are located, the red circles where Cottage hospitals are established, and the black circles where it is proposed to establish hospitals as soon as funds permit.

"Three years ago His Excellency and I traveled across the Dominion, and during our tour paid visits to several of the hospitals in the towns of the Northwest and British Columbia. The sad stories we heard of the long distances men who had met with serious accidents had to travel to secure medical aid and treatment, pained us greatly and caused us to consider how such suffering could be alleviated. The conclusion was arrived at that small cottage hospitals, placed in convenient centres, would be the best means of relieving this suffering and distress, and rendering the lot of the settler and his wife and family in isolated spots more bearable. With this object in view the

LADY MINTO COTTAGE HOSPITAL FUND

was started, and it seemed a fitting suggestion that these hospitals should be erected to the memory of our beloved Queen, Victoria, whose death we were then lamenting. The fund reached a goodly sum in a very short time, and eleven hospitals have already been opened, scattered from the Atlantic to the Pacific. In British Columbia there are three hospitals, located at Kaslo, Vernon and Revelstoke. Grants have been promised to other hospitals, and it is hoped to shortly have fourteen opened. I am very glad to say that good work has been accomplished by these institutions. The localities have been carefully chosen, and local efforts and aid fostered and encouraged, and, in many cases, the hospitals have been opened much earlier than would have been possible without the aid of this fund. The nurses trained in our cottage hospitals are sent out to take charge of centres established by the Victorian Order of Nurses, and the hospitals thus take the place of training schools.

"Ottawa, Toronto and Montreal nobly responded to the request for aid, but it seems unfair that these cities should bear all the burden, which should be shared by the whole Dominion. I am extremely anxious to raise

AN ENDOWMENT FUND

yielding $5,000 annually. Half this sum would go to meet current expenses, and the other half to assist in opening a new hospital. A man cannot be expected to bring his wife and family to settle in a district beyond the range of medical aid, and so the progress of the country is assisted by our fund. If we can build one hospital every year, we shall be doing well. I have received some $100,000 from Toronto, Ottawa and Montreal, and $25,000 are still required. This sum I hope to get in British Columbia and the Northwest, where the need of these hospitals is greatest. The East has done so well, that I feel I shall not appeal in vain to the West. I know that it is a very bad time to approach you for money, because I have heard of the splendid subscriptions raised in Vancouver for the

VANCOUVER GENERAL HOSPITAL

and I congratulate you on your work. It is not, however, so much to get money as to get your support that I make this appeal to you, and I want you all to take an interest in the scheme. Everybody can give a small sum, from 25 cents to one dollar, without feeling it, and then we should soon have the $25,000. Don't, please, think that I expect Vancouver to raise this sum at once, but I think the people of British Columbia might all do a little and follow the example of the Eastern cities. Toronto gave $51,000, Montreal $36,000 and Ottawa $13,000. This was an extremely liberal response, but I think we shall have just as liberal and hearty a response in the Great West." (Applause.)

THE SEMANTHA CASE.

Seaman Wall Ordered by the Court to Return to the Ship.

Yesterday afternoon, in the provincial police court, Magistrate Hall presiding, hearing was concluded in the case of Hugo Wall, a seaman of the British ship Semantha, charged with having on August 3, 1903, at Esquimalt, being a seaman lawfully engaged and duly signed on the articles of the British ship, Semantha, of British register, unlawfully absented himself from leave of the said ship, contrary to the Merchant Shipping Act, 1894. Wall had brought a counter claim against Captain Andrews for non-payment of wages. Mr. F. B. Gregory appeared for Captain Andrews and Mr. Harold Robertson for Wall. The hearing, which extended over two days, resulted in the decision of the Magistrate that Wall should be handed over to the custody of Captain Andrews. Wall's case, therefore, falls to the ground. A good deal of interest was taken by marine men in the hearing of this case.

ALIEN IMMIGRATION.

Report of British Royal Commission Made Public.

The report of the Royal Commission on alien immigration has just been made public in London.

It was shown in the evidence that in London 168 aliens were sent to the lunatic asylums at the ratepayers' cost; that 1,210 received indoor relief and 1,849 outdoor relief in 1901 or 1902. The pauper aliens supported by the London ratepayer have risen from 2,706 in 1901, to 3,254 in 1902.

The report alludes to the "prevalence of systematized bankruptcy among foreigners, the chief offenders being Germans and Russians and Russian Poles." Whereas the proportion of aliens to the whole population for the three years ending 1903 was 2.98 per cent., the receiving orders against aliens issued in the metropolis represented 14½ per cent. of the total number issued, or five times the propor proportion if aliens had been as honest as the Englishman.

The only industries attributed to the alien are bootmaking, ready-made clothing and cabinet-making, all of the cheapest class. It is added that these goods are produced "under conditions as to hours of labor and rate of wages which are far below the standard acceptable to British workmen."

Gen. Simon Bolivar can doubtless lay claim to being the oldest man in Kentucky who will take an active part in a political campaign this fall. Although now eighty years of age he is engaged in trying to elect his son-in-aw, Colonel Morris B. Belknap, the Republican nominee, governor of Kentucky.

SECRETARY BRETT RESIGNS.

Leading Official of the Provincial Mining Association Demits Office.

Yesterday it was learned that Mr. R. E. Brett, secretary of the Provincial Mining Association, had handed in his resignation of that important office to the association, for reasons not yet disclosed. Until the appointment of another general secretary it is understood that Mr. A. M. Jones, private secretary to the president of the association, will attend to the duties of general secretary.

On all hands it is admitted that it will be no easy task to find another general secretary so peculiarly fitted for that important position as Mr. Brett was, or one who will fill the various duties of the position as faithfully and well.

The news of Mr. Brett's resignation of the secretaryship caused a good deal of surprise around the city, as well as regret that circumstances should have arisen which led him to take the step. It is expected that the new secretary will be chosen in the course of a few days.

That tired, languid feeling and dull head ache is very disagreeable. Take two of Carter's Little Liver Pills before retiring and you will find relief. They never fail to do good.

DISCUSSION ON CHURCH FINANCES

Meeting of Representatives o Victoria District of Methodist Church at Nanaimo.

The Nanaimo Herald of yesterday contains the following notice of the financial meeting of the Victoria district of the Methodist church:

"Rev. Dr. Rowe, chairman of the Victoria district, gave a hearty welcome in a few brief but very appropriate remarks to the new men who met for the first time since taking charge of their fields of labor after conference. There were present: Rev. E. S. Rowe, D. D., Victoria; Rev. J. P. Westman, Victoria; Rev. A. M. Sanford, B. A., Nanaimo; Rev. Robt. Hughes, Nanaimo; Rev W. C. Schlichter, Duncans; Rev. C. F. Connor, Victoria; Rev. G. W. Dean, Victoria; Rev. J. H. Osterhout, Victoria; Rev. T. H. Wright, Sidney; Rev. Mr. Misener, Cumberland; Rev. A. E. Stevenson, Salt Spring Island; Rev. J. H. White, superintendent of missions, Kamloops; S. M. Okell, Victoria; T. Dickman, Cowichan; W. Dodds, Cowichan; Joseph Watson, Haliburton street church, Nanaimo.

"Rev. Dr. Rowe, chairman of the district, presided.

"The various mission work was reviewed and grants for aid were recommended to the general board of missions. Some changes were suggested in connection with the Chinese work in Victoria, and a grant was recommended to build a few rooms for the Chinese missionary in Nanaimo.

"The work of Columbian College was heartily endorsed. The members of the district decided to do their best to meet the appropriations recommended by conference. A resolution, moved by Rev. A. M. Sanford, B. A., seconded by Rev. T. H. Wright, on behalf of the college, was unanimously adopted, after discussion.

"Arrangements were made for conducting the missionary anniversaries, which, in a majority of instances, were left to arrangements by pastors. Rev. J. P. Westman, of Victoria, is appointed to present the missionary work of the church on December 6th at Saanich. Rev. J. P. Bowell will present the educational work of the church on September 27th. On the same mission other places were left to local arrangements.

"The bi-centenary movement in connection with the birth of John Wesley will be celebrated by evangelistic efforts for the deepening of spiritual life of the membership, and the salvation of the unsaved, will be held during the month of October. A thank-offering will be made on the last Sabbath in the month, when the church throughout Canada will aim at raising $250,000, in order that the missionary work of the church will be put on a more satisfactory basis, financially."

In the evening a public meeting was held in the lecture hall of the church. Rev. A. M. Sanford, the pastor, presided. After devotional exercises addresses were delivered by Rev. Dr. Rowe, Rev. S. S. Osterhout and Rev. J. H. White, superintendent of missions.

RUNAWAY BOYS.

Last evening there arrived on the steamer from the Mainland the three youthful truants who recently broke out of the Reformatory here and stowed themselves away in their attempt to escape from the clutches of the law, intending to reach the United States, it is supposed, and there enter upon a more splendid career than anything that Canada could offer to men of spirit and high enterprise.

They were intercepted in their flight in Vancouver by an unsympathetic police and duly expressed to this city in charge of an officer. The young men who thus made a bid for fame are Ernest Dodds, Peter Hansen and Roy Cluness. They were much disappointed at having to cancel their proposed excursion to the States.

NANAIMO CREAMERY.

The election of the permanent board of directors of the Nanaimo Creamery Association, Ltd., took place last evening at a special meeting held in the City Hall, says the Nanaimo Free Press. It resulted as follows: R. Malpass, J. Leonard, J. Randle, R. Westwood, J. Dunbar, D. H. Beckley, C. Conners.

President Randle, who presided, stated that it would be necessary to complete arrangements to obtain a loan from the government. The building was paid for but the plant was not, and about $750 was needed immediately for this purpose. A temporary loan could be obtained from the bank to be repaid from the government loan.

A resolution was passed authorizing the directors to make application to the government for a loan of $1,500, and to make arrangements with the bank for a temporary loan.

It was announced that the creamery would be able to supply butter before the end of this week.

A meeting of the directors was held immediately after the adjournment of the general meeting.

WHAT ST. LOUIS IS AND HAS.

St. Louis is fast becoming one of the largest commercial and manufacturing centres of the world, and has therefore much of interest to visitors aside from the coming World's Fair.

It has a number of mercantile houses and manufactories ranking first in their respective lines, the name and fame of which have spread throughout civilization.

Probably none other of these will appeal so strongly to sightseers, from points both of immensity and general interest, as will the plant of the Anheuser-Busch Brewing Ass'n. When, in 1865, Mr. Adolphus Busch took charge of the concern, which was then known under the firm name of E. Anheuser & Co., it was one of the smallest of its line in this country, but under Mr. Busch's skillful guidance its business increased phenomenally. New buildings sprung up like mushrooms, but on foundations as strong as fortresses, so that now the handsome red brick buildings, trimmed with granite and white stone, present a beautiful city in themselves. From an output of 8,000 barrels in 1865, its sales increased to more than a million barrels per year in less than 40 years.

However, the keystone to the success of the great establishment was Budweiser, which on account of its rare mellowness, fine flavor and exquisite taste, immediately became a favorite among the beer-drinking people at all points of the globe, and now hv far exceeds in sales any other brand of bottled beer.

Freights Dull And Depressed

Several Vessels Have Accepted Lumber Charters at Barely Living Rates.

Messrs R. P. Rithet And Co's Monthly Freight And Shipping Report.

The August freight and shipping report just issued by Messrs. R. P. Rithet & Co., says: "The situation in the grain freight market is practically the same, with a weakening tendency at the close of the month. A large number of vessels, chartered earlier in the year at 2s 3d, etc., are arriving and when loaded some change may be looked for. Lumber freights continue dull and depressed. Several large carriers, discouraged at the outlook for grain, have accepted lumber charters at barely living rates. We quote freights as follows:

Grain—San Francisco to Cork, f. o., 15s to 15s 9d; Portland to Cork, f. o., nominal; Tacoma and Seattle to Cork, nominal.

Lumber—British Columbia or Puget Sound to Sydney, 27s 6 to 30s; Melbourne or Adelaide, 32s 6d to 35s; Port Pirie, 27s 6d; Fremantle, 40s to 45s; Shanghai, 32s 6d to 35s; Kiao-Chau, 40s; Taku, 35s to 37s 6d; Vladivostock, 40s; West Coast S. A., 30s to 32s 6d; South Africa, 43s 3d to 54s; U. K. or Continent, 50s to 51s 3d.

The salmon fleet for 1903-4 is listed as follows: Carneed Llewelyn, British ship, 1608 tons, from Liverpool; rate 27s 6d. Ariade, German ship, 1671 tons, from Liverpool; rate 27s 6d. Maelgwyn, British bark, 1235 tons; from Liverpool; rate 27s 3d.

EXCELSIOR ACCIDENT.

Further Particulars of the Mishap to the Seattle-Valdez Liner.

Further particulars have been received regarding the accident to the Seattle-Valdez steamer Excelsior, which is piled high up on a rosky reef surrounding Midway Island at the southerly end of Wrangel Narrows.

The Amur sighted the distressed steamer as she passed on her way down from Skagway on Sunday, but as the Excelsior did not signal for assistance the C. P. R. liner continued on her way. When passed by the Amur the Seattle boat was lying bow on to the shore. At the time the tide was out and the steamer's bow was high in the air, while her stern was high with the water. It is believed that at high tide the steamer's main deck aft would be flooded and that the water would reach well forward. It is supposed that the stranded steamer ran on a reef in a dense fog and punching a hole in her hull forward the water rushed in on her in such volume that it was deemed too dangerous to make an attempt to back her off.

A small tug was standing by the steamer but no attempt whatever was made about the vessel to ascertain the extent of the damage.

The Excelsior sailed from Seattle for Valdez on September 1st, with fifty passengers, who were camping on the beach when the Amur passed. The Pacific Packing & Navigation Company of Seattle owns the vessel, which is 830 tons gross, 175.5 feet in length, 35 feet beam and draws 13.5 feet of water. She was built ten years ago at Eureka, California, and has been on the Seattle-Valdez route for the past few years.

NOTICES TO MARINERS.

Change in Color of Beacons—Light Established at Chatham Strait.

The Department of Marine and Fisheries at Ottawa has just issued the following notices to mariners:

During the summer season a large number of boats engaged in the Fraser river salmon fishery carry white lights at night and it has been found impossible to distinguish between such fishing lights and the fixed white lights shown from North Arm lighthouse and South curve lighthouse. In future, therefore, the light shown from each of these beacons (described in Notice to Mariners No. 11 (20) of 1903) will be fixed red from the 1st July to the 30th September in each year. During the remainder of the year the light swill be fixed white as heretofore.

The master of the tug Richard Holyoke reports that on 11th June, 1903, steamer heading S. 62 degrees E. to S. 67 degrees E., the barge in tow grounded on an uncharted sunken reef, located about 1¼ miles S. 79 degrees E. from California rock buoy, and about ¾ mile off the south shore of Revillagigedo island. The northeast end of Spire island, in line with the southwest end of Walker island, leads over the rock.

The rock has about 18 feet over it at extreme low tide, is about 60 feet in extent, flat on top, and had no kelp on it.

On the 20th May, 1903, Point Lookout Rock buoy, black, No. 0, situated about 9-16 miles northwestward of Point Lockwood, was changed from a first class spar to a thirdclass can buoy.

On the 25th May, 1903, Green Point beacon, a horizontal wooden beacon, painted white, composed of four boards nailed to a tree, was established on the extreme end of Green Point as a guide in the channel over the flats to the southward.

On the 23rd May, 1903, a fixed white lantern, suspended 16 feet above the water from an arm on a white stake, was established on the rocky reef making off from the southeastern end of Killisnoo island as a guide for vessels entering or leaving Killisnoon harbor by the southern entrance, and to enable them to clear the reef. The light is on the bearings: Killisnoo north wharf, outer end, N. 30 degrees W., distant 2-9 mile. Table island, right tangent, S. 23 degrees W. Killisnoo island, left tangent, S. 59 degrees W.

THE OVERDUES.

Some Long Looked-For Vessels and How They Are Quoted.

The Italian bark Beech Holm, 50 days from Philadelphia to Sundwall, is still quoted at 10 per cent, and the Notre Dame Arvor remains at 20 per cent. The Aristides and Helen Brewer are thought to have been delayed, perhaps, by continued calms in the Caroline Islands, and the possibility of this being the reason of their prolonged absence has given fresh hopes to those who have hazarded their money on the vessels to arrive. They are quoted at the same rates as they have stood at for some days now, 75 and 90 per cent respectively.

The Milton Park is another 90 per center, and the Sirus stands at 40 per cent.

NOME RATES RAISED.

Sound Companies Raise Fares, Anticipating Fall Rush.

Gold seekers at Nome who are waiting at the camp to come out on the last boats, will find when they go to purchase their tickets that the steamship fare has been doubled, says the Seattle Times.

It has been a custom for the several seasons past to increase the fare for passage to Nome on the first and last voyages of the season, and it was announced today at the offices of the local companies that the fare for the last trip down would be $100 for the first cabin service.

There will also be a slight raise in the price for second cabin passengers, the fare being between $35 and $40. During the past three months round trip tickets to Nome have been $100.

At the close of the season the steamships Senator, Valencia, Ohio, Portland, St. Paul, Oregon, Roanoke and Nome City will all return to this port passenger-laden. It is believed that fully 2,000 men and women will arrive on the various steamships. The Oregon is scheduled to make two round trips and will probably be the last boat to leave Nome.

The Portland was the first vessel to sail from Seattle for the gold fields this season. She left May 18 but met ice floes in the Behring Sea and was imprisoned for eight-ten days. The Oregon sailed June 1 and was the first vessel to return from Nome.

The last heavy shipment of material and supplies for Nome and St. Michael was sent North last night on the freighter Roanoke. Lumber was consigned to Tanner & Clark.

GAZETTE NOTICES.

Following are notices appearing in the Provincial Gazette, issued yesterday:

Geo. Atjwood, of Ferguson, to be a justice of the peace.

Wm. N. Noble, of New Westminster, to be a magistrate under the Small Debts' Act.

Jas. Tuttle, of Eburne, to be returning officer for Richmond, vice Thos. Kidd.

Hon. R. G. Tatlow to be acting provincial secretary during the absence of Hon. R. F. Green.

The Bedington & Nelson Railway Company will meet at Kaslo on October 14th, for the election of directors and other business.

Tenders are invited for the building of the court house at Nelson. These will be received up to Monday the 21st instant.

The Britannia Copper Co., Limited, gives notice that application is being made for the foreshore rights adjoining their property.

Notice is given that Henry Mahun, managing director of the Societe Miniere de la Colombie Britanniquie, of Athin, has been appointed attorney for the company in place of Emile Janne de Lamare.

The Kamloops College Co., Limited, has been incorporated with a capital of $30,000, divided into 3,000 shares. The object is to equip and carry on an institution of learning for both sexes.

On the Edge Of a Precipice

Diplomat's View of the Present Prospects of War In Europe.

Turks Encouraged By Powers Long to Take Vengeance on Bulgarians.

London, Sept. 10.—"Europe is standing on the edge of a precipice," said a diplomat today who is participating in the international negotiations in connection with the Balkan question. "And no one can tell, but tomorrow may see Turkey and Bulgaria plunged in war, in spite of all efforts made to prevent it, and although the Powers, separately, have made strong representations to Bulgaria to desist from aiding the insurgents, and are on the eve of making a joint demand for the observance of a strict neutrality. In the meantime, Turkey is becoming encouraged by the attitude of the Powers toward Bulgaria, and there is a strong feeling among the Mohammedans that the opportunity is at hand to take summary vengeance upon the Bulgarian people.

"The Porte has been warned against engaging in war, and we believe he hesitates to embark on a move that may result in the armed intervention of Europe. The only encouraging sign in the situation is the understanding between the Powers, all of which, we are sure, are upholding Russia and Austria in their efforts to maintain peace."

All the advices, official and otherwise, received here agree in saying that the Turkish government has now restored quiet at Beyrout, and that the Porte appreciates the necessity for taking action in the matter, as shown by the removal of the Vali of Beyrout.

So far as can be learned, though the Powers are prepared to send ships at a moment's notice to Salonica, in compliance with the reported request of the consuls, no orders for warships to sail have yet been issued. Confidence is expressed that should such action be taken it will be in concert. No confirmation has been obtained of the report, published by Die Seit of Vienna today, that Turkish troops have been ordered to cross the Bulgarian frontier of Eastern Roumania, on the coming of full moon night, in order to surround all insurgent bands in the vilayet of Arianople, but it would not be surprising, if in spite of the orders to the contrary, Turkish troops, pursuing insurgent bands should cross the frontier, and this would precipitate a conflict between the Turks and Bulgarians.

A special despatch from Athens quotes former Premier Zaimis as saying that the Greek government is determined to co-operate with the Porte in the suppression of the insurrection in Macedonia, though Greece is fully in favor of the institution of reforms, after order has been restored. He denounced the attitude of the Bulgarians, saying that their aim is to destroy all the Greek Christians and prevent Macedonia from becoming independent.

KING RENE'S DAUGHTER.

Thanks to the courtesy of Mrs. Harris, director of the Alexandra College of Music, the Colonist is enabled to present to the music lovers a synopsis of a work which Mr. Watkis has consented to conduct. As was mentioned in our issue yesterday, those desirous of assisting are requested to meet Mr. Watkis this afternoon at 4 o'clock in the college rooms on Broad street. King Rene's Daughter is a very fine musical production by Henry Smart, many of whose hymns and songs are so familiar. It is set for female voices only, and in that respect is unique. There are three soloists' parts, namely, Iolanthe, soprano; Marta, mezzo-soprano; and Beatrice, contralto. The argument of the libretta is as follows: Iolanthe—daughter of King Rene, Count of Provence—has been betrothed in infancy to the son of the Count of Vaudemont. Stricken with blindness, when but a year old, she has been reared with all knowledge of the faculty of sight withheld from her. A leech or magician has promised to restore sight by means of an amulet he has given her, on condition that she is first informed of the missing release; but the King has refused permission. Iolanthe's betrothed, wandering