THE MOANA MADE A SPEEDY VOYAGE

ARRIVED AHEAD OF HER SCHEDULE TIME

Death of Dr. Waughop Aboard the Ship Early This Morning—Salmon Charters of Season.

The voyage of the R. M. S. Moana, which arrived here from Australia, the Fiji and Hawaiian island Monday afternoon, was one succession of speedy runs. The ship left Sydney on August 10th, Brisban on the 12th, Suva on the 17th and Honolulu on the 25th, arriving here a full day ahead of schedule time. The most important incident on the whole voyage was the death of a Honolulu passenger, Dr. J. W. Waughop, who, with his wife and family, embarked at Honolulu. The death occurred from heart disease early Tuesday, and the remains were brought to land for burial.

The steamer had smooth weather during the greater part of her voyage. The ship carried a distinguished number of passengers. Among them were T. V. Nathan, of Cooper, Nathan & Co., Sydney; H. Hibbert, of Cameron, Saunders & Co., of London; Vincent Dowling and daughter, Alderman McMahon and Mrs. McMahon, of Petersham; Mr. and Mrs. J. T. Brown, Harvey Armstrong, Major Holman, lately of His Excellency Sir Harry Rawson's staff; R. Boyle, Major Straker, Lady Mary Cooke, Lady Sybil Tollemache, Dr. and Mrs. Findlay and party, Mrs. Tuxford and Henry Pope.

BIG MERGER RUMORED.

"A rumor is going the rounds that the time is not far distant when the several steamship lines operating from Puget Sound will form a merger, with J. J. Hill, of the Great Northern railway, as the controlling spirit," says the Portland Journal. "It will be formed, the rumor says, just so soon as Hill's mammoth steamships are brought from the Atlantic Coast, where one of them was launched two months ago. Seattle will be the headquarters of the merger, and the object of the promoters will be to control all transportation on the Pacific Coast and with the Orient.

"Included in the projected merger, it is said, are the Great Northern Steamship Company, the Northern Pacific Steamship Company, the Pacific Coast Steamship Company, the Puget Sound Navigation Company and the Alaska Steamship Company. The name of the new concern will probably be the Northern Steamship Company. Comprised in the merger will be all the principal lines on the Coast excepting the Portland-Asiatic liners, the Oregon Railway & Navigation steamers and the Pacific Mail Company of San Francisco.

"The merger, it is said, plans to reduce rates to a point that will make competition impossible. The Harriman interests, it is said, will make a desperate fight for business. Freight rates to China and Japan are now down to an unprofitable figure—only $3 a ton on flour and $4 on wheat—but if the proposed merger becomes a reality, it is said, they will again decline. One of the principal objects to be attained by the merger, it is believed, is to draw as much shipping as possible away from San Francisco to Puget Sound."

ONLY QUARTETTE ENGAGED.

Inasmuch as there has been a short pack of salmon on the Fraser and on the northern rivers, shippers say that there will be no salmon charters for the export of the fish this year. Only four are reported to have been engaged, and even with this small tonnage it is doubtful, according to some, whether all will be able to complete their cargoes with salmon alone. The Carnedd Llewellyn, Vincent and Maelgwyn and one other are said to compose the quartette. Of these only one is in port, the Carnedd Llewellyn, which is now in Esquimalt.

MARINE NOTES.

The new light on Mary Island will shortly be in operation. The station, which is in course of construction, is nearing completion, and it will be of great service to navigators having to traverse northern waters during dark wintery nights. The D. G. S. Quadra, with Capt. Gaudin, the local agent of marine and fisheries on board, will visit the station before her return. She is now at Nanaimo, and on her way south will call at Vancouver.

The Boston Steamship Company's steamship Shawmut, which has been undergoing repairs at Morans' shipyards, Seattle, for several weeks, being fitted with passenger accommodations, has gone to the Puget Sound navy yard, and work will now begin overhauling the Tremont. As soon as she comes off the drydock the Shawmut will go to Tacoma to load for her next voyage to the Orient and Manila, being scheduled to sail on September 20th.

M. Witte, the former Russian minister of finance, recently appointed president of the council of ministers, has been appointed a member of the council of the Empire.

Wood's Phosphodine,

Before and After.

The Great English Remedy, is an old, well established and reliable preparation. Has been prescribed and used over 40 years. All druggists in the Dominion of Canada sell and recommend as being the only medicine of its kind that cures and gives universal satisfaction. It promptly and permanently cures all forms of *Nervous Weakness, Emissions, Spermatorrhœa, Impotency,* and all effects of abuse or excesses; the excessive use of *Tobacco, Opium* or *Stimulants. Mental* and *Brain Worry,* all of which lead to Infirmity, Insanity, Consumption and an Early Grave.

Price $1 per package or six for $5. *One will please, six will cure.* Mailed promptly on receipt of price. Send for free pamphlet. Address The Wood Company, Windsor, Ont., Canada.

Wood's Phosphodine is sold in Victoria by all responsible druggists.

ADVERTISING HUMORS

Unintentional, But They Are None the Less Funny.

Not all the humor of the daily press is to be found in its alleged funny columns—not by a long shot! The average reader certainly would not seek it in the "small ads," but one man who believes that he can recognize fun even without a label asserts that the "want" columns of the local papers are simply brimming over with it, and not the less irresistible, much of it, for its bland unconsciousness. In support of his statements he drew the other day from one of the pigeonholes of his desk a loose handful of clippings from the classical ads of the local papers. Some of them are really too good to be true. There was no doubt as to the genuineness of the clippings. The first one read:

Wall, educated professional widower (past middle age); no incumbrance, with ample income and a fine suburban home, desires to marry before Christmas. Address D., 80—.

Ye gods and little fishes! What did she man expect. In vain does the fowler spread his net in sight of the bird! Would any girl with her eyes open marry a "professional widower?" There's a nice profession for a man. What shall it profit a girl if she gain a tall, educated widower (without incumbrances), an ample income and a fine surburban home? When she is fairly married she finds that the path of matrimony in this instance leads but to the grave: Then again:

Wanted—An organist and a boy to blow the same. Apply S., 63—.

Fun for the boy, possibly, but rather hard on the organist.

For Sale—Thoroughbred bull dog; will eat anything; particularly fond of children.

One cannot but doubt whether a bull dog with such pronounced epecurean tastes for the young and tender would prove a welcome addition to most families or neighborhoods. Unlike the "youth" and the "bright young lady of some sort," here is one who is rather particular as to what sort of a situation he takes:

Wanted—A situation as a son-in-law, by a respectable gentleman, in some respectable family; good blood and breeding not necessary, being already well supplied; capital, essential; no objection to going a short distance into the country. Address W., 115—.

Wanted—A boy to be partly outside and partly behind the counter.

That boy would have to be a dime museum freak—though perhaps that was not wholly an unreasonable demand on the part of the advertiser, for if one can take their word for it there are always enough freaks advertising to stock a dozen museums. For instance:

Wanted—Furnished apartments suitable for a gentleman with folding doors.

There is a tantalizing indefiniteness as to just where the folding doors are attached, and how they unfold the gentleman, but it would certainly pay a live manager to investigate. Also this:

Wanted—A room for two gentlemen 30 feet long and 20 feet broad.

If there are two such gentlemen in this vicinity the dime museums have certainly not done their duty to the city in allowing them to languish in obscurity while they palmed off on a long suffering public creatures like Florence.—Brooklyn Eagle.

JAPAN'S FOREIGN POLICY.

Big Mass Meeting Held at Yokohama Prior to Sailing of the Hyades.

Prior to the departure of the steamer Hyades from Yokohama for Victoria a big mass meeting of the advocates of a vigorous foreign policy was held. A lengthy manifesto and a resolution were submitted and passed.

The manifesto stated that the maintenance of the peace of Eastern Asia was the mission as well as to the interest of Japan, and all her doings in Korea and China, as well as the conclusion of the Anglo-Japanese alliance, were to that end. On the other hand, recent Russian policy apparently tended to disturb the peace of the Far East. After the repeated disregard on the part of Japan of the rather intolerable aggression of Russia in China and Korea, they naturally expected that Russia would fulfil her treaty obligation by effecting the evacuation of Manchuria. Contrary to their expectations, however, Russia had completely ignored her obligations and had pressed China to conclude a secret treaty, attempting at the same time to dissuade Japan, by armed intimidation, from opposing the consummation of her sinister designs. Russia's aggressive designs were deep-rooted, and the attempt to absorb Manchuria was in direct defiance of Japan's mission and prejudicial to Japan's interests, as well as to the peace of the Far East. The fulfilment of Japan's mission was essential to the development of the national strength and welfare, otherwise the great work of the restoration in the Meji Era would have never been consummated. The government should, therefore, endeavor to solve the Manchuria problem quickly by strong measures. Any procrastination was against the vital interests at stake. Japan had borne her wrongs for years, and her armament was now in full strength. Should the government endeavor to tide over the difficulties in an easy-going manner, they must be prepared to incur the blame of jeopardizing the national interests and disregarding the nation mission.

The resolution was formulated in the following terms: "It is the mission of the empire to guarantee perpetual peace in the Far East by making Russia perform her treaty obligations and withdraw her troops from Manchuria, at the same time forcing China to throw the province open to international trade. We, therefore, desire the government not to neglect this speedy consummation of her duties."

An addition resolution was read: "The association regards the Russian doings at Yongampho as an infringement of the Russo-Japanese agreement," was also unanimously adopted.

Lancewood is the strongest in the world. Its tensile strength is 23,000 pounds. That is to say, a piece of lancewood an inch square will stand that strain before breaking.

NEGOTIATIONS ARE BEING CARRIED ON

A RAPPROCHEMENT OF TWO ORGANIZATIONS

With Interests of the City at Heart—A Meeting of Chamber of Commerce on Tuesday.

Although Tuesday's meeting of the Chamber of Commerce did not last over half an hour important business was transacted. On the suggestion of the executive it was decided that a committee of the chamber should be appointed to confer with the Board of Trade as to the best means of working together for the general good of the city. President Carter occupied the chair, and there was a fair attendance.

Secretary Morley, after the minutes had been read and adopted, submitted a communication from the C. P. R. relative to cheap rates from the East during the summer months. It follows:

Vancouver, B. C., August 29th, 1903.

A. J. Morley, Esq., Secretary Victoria Chamber of Commerce, Victoria, B. C.:

Dear Sir:—I beg to acknowledge receipt of your letter of August 28th with reference to a communication you have received from the Strathcona Board of Trade relative to excursion rates to Coast points being too high.

It does not seem to me that the stand taken by the Strathcona Board of Trade in this matter is a fair one, and which, I think, you will admit on consideration of the case as presented by them. In connection with the Westminster and Victoria exhibitions, we make a very cheap rate for inland visitors to the Coast. It is the policy of the company to foster these exhibitions, and to that end we put in a very cheap rate to New Westminster and return for their exhibition, and inasmuch as Victoria exhibition last year was held immediately at the close of Westminster exhibition we advertised that we would extend tickets for eight days longer for parties who desired to take in the Victoria exhibition. The same will apply this year.

The rates made from interior points, as stated before, are exceedingly low, much lower than prevail under similar conditions on the American side, and are made by this company on the grounds heretofore mentioned.

Cheap rates are also made for teachers to enable them to come out and visit the Coast during their summer holidays, and I may say that such action was taken to some extent by reason of the energetic work of your Tourist Association. We have our regular one way tariff rates, which cannot be considered excessive, and we sell regular round trip tickets based on fare and two-thirds of the one way rate.

The trouble with the Strathcona Board of Trade is that they take for a basis the low excursion rates that we make to help out certain enterprises, and expect that we put them in at regular intervals. This you will admit no transportation company would do. The arguments advanced by this board is simply an illustration of the difficulty we experience when we put in very cheap rates for a special event.

Yours truly,

E. J. COYLE.

On motion of J. E. Church, the letter was received and filed.

President Carter then announced that the executive had held a meeting during the week and had come to an important decision. He drew attention to the way the Board of Trade and Chamber of Commerce had worked at cross-purposes last year. Such a state of affairs could not possibly be in the interests of the community. As the chamber was inaugurated with the intention of advancing the interests of the city, it had been thought a wise plan to suggest the appointment of a committee to meet a similar committee of the Board of Trade to agree upon some arrangement whereby the two bodies might work together for the welfare of Victoria. Sooner or later the two associations must come together, he continued, and in the meantime the two should not clash. With this object in view the executive had drawn up the following resolution:

That a committee of the Chamber of Commerce stands prepared to meet a like committee of the board of trade for the purpose of considering how the two bodies can best combine action in furthering the commercial interests of our city.

After some consideration the resolution was put and carried without any opposition. The executive was empowered to form a committee by adding to its number to meet a committee from the Board of Trade, as outlined in the above resolution.

As there was no further business of importance, J. L. Beckwith moved that the session adjourn in order to allow the members to attend a meeting being held for the purpose of organizing in preparation for the vote on the C. P. R. hotel by-law. This was seconded and carried, and on the suggestion of A. B. Fraser, jr., members of the chamber attended in a body.

COAL SHIPMENTS.

Western Fuel Coal Company's Foreign Output For August.

The following are the foreign shipments of coal from the Western Fuel Company's collieries, Nanaimo, for August, 1903: August 3rd, Kingfisher, 40 tons; August 5th, S. S. Wyefield, 5,130 tons; August 11th, S. S. New England, 34 tons; August 13th, S. S. Kingfisher, 48 tons; August 15th, S. S. Silesia, 1,700 tons; August 15th, S. S. New England, 34 tons; August 17th, Kingfisher, 49 tons; August 20th, S. S. New England, 48 tons; August 21st, S. S. Titania, 5,737 tons; August 24th, Kingfisher, 42 tons; August 26th, S. S. New England, 29 tons; August 31st, S. S. Wyefield, 5,105 tons; total, 17,996.

JAPANESE FLEET AT SEA.

Alfred Stead Tells About a Cruise on a Warship in Commission.

At a time when our ally has determined upon a large increase of her navy, it may not be without interest to consider what sort of a navy she possesses.

Having been one of the very few foreigners permitted to take a cruise on a Japanese warship in commission, I may be able to give some idea of how Japan manages her great sea fighters in calm and in storm. It is only by such practical observation that it is possible to know what will happen when the "real thing" arrives.

The fleet with which was the large armored cruiser Asama, on which I was placed, was in itself a striking demonstration of Japan's naval strength. All the ships were new, homogeneous and speedy. To pass them in review. There was the Shikishima, the flagship, battleship of 14,800 tons; the Asahi, newly come from England, of 15,200 tons, also of the line of battle. Of first-class cruisers there were three—the Idzumo, of 9,800 tons, and the Asama and Tokiwa, of 9,750 tons each. Smaller, but more speedy, was the Kasagi, of 4,760 tons, and with her were two torpedo boat destroyers. The speed of the battleships was 18 to 18½ knots with Welsh coal, or 16 to 16½ with Japanese. The large cruisers have speeds of 21 to 22 knots with Welsh and 18 to 19 knots with Japanese coal. The Kasagi has a speed of 23 knots and the destroyers of 32 knots. The whole fleet, even when burning Japanese coal, had thus a speed of 16 to 16½ knots.

All of the ships, save the Kasagi, were English built. The Japanese authorities are quite determined that none of their large vessels shall be built elsewhere than in Great Britain.

The Japanese war vessels are very similar in appearance to British ships; indeed, the captain of the Russian gunboat at Chemulpo told me that, when this fleet arrived one morning, he thought it was a British fleet come for some mysterious diplomatic purpose. The discipline on the ships is nearly perfect, and everything is kept as neat and clean as on a British warship.

Patent Fuel.

On the Asama there were 620 men—in the Japanese navy there are no marines, the bluejackets being utilized for landing parties and so on. Once at sea, the effect of the Japanese coal when used with Belleville boilers was apparent. On all the vessels, save the Asama and the Tokiwa, which have cylindrical Scotch boilers, torrents of smoke poured from the funnels. Later on the Kasagi was burning a patent fuel, which gave no smoke at all. It is composed of pitch and coal dust, and costs only half as much as Welsh coal. As both soft coal dust and pitch are found in quantities in Japan, the fuel is likely to play a great part in the future.

The sailors are partly conscripts and partly volunteers, the latter filling all the petty and warrant ranks. The conscripts serve for four years, the volunteers for seven. In the Japanese navy the fleet engineer possesses executive power over three divisions of the crew. There are seven divisions, and the captain has suprême power over all. The fleet engineers rank with the commanders and receive the same pay.

Diet and Dress.

At work the bluejackets wear white, a red band being worn on the left or right arm to signify starboard or port watch. They wear straw hats or caps, almost identical with those in use in the British navy. Many of the men wear boots, although this is not encouraged on board ship. They eat rice mixed with barley, canned meat and vegetables, and biscuits. It is not permissible for the men to take rice alone, as this has been found to bring on dropsy. The officers' wardroom has a very British appearance, and the food is European, not Japanese. I can only speak certainly as regards the captain's table, which was excellently supplied with well-cooked food. Every Monday general quarters are performed, as well as gun practice.

The men are all armed with Murata rifles, invented and manufactured in Japan, and short bayonets. For over an hour the work of aiming, loading and cleaning the guns in the turrets, casemates and batteries was carried on seriously. Many of the commands contain English words, and it is very curious to hear them. Special attention was paid to the cleaning and repairing of the guns, as also to the protection of the gun crews during action.

The ammunition hoists are worked by hand, save in the turrets, where hydraulic power is used. The fire drill and torpedo exercises were carried out very thoroughly. At regular intervals in the day the men are allowed a few minutes for a smoke, the great requisite of the Japanese sailor.

On Tuesday mornings comes the washing of the sailors' clothes, and the vessels are hung with drying clothes. Each garment bears the name and number of the owner, so that there is no fear of confusion.

Another manoeuvre which is well executed is the landing party practice. At a given signal the men pour out on to the afterdeck, looking very businesslike in their blue clothes and caps, their white leggings, and their rifles and bayonets. Some of the men and all the officers carry revolvers. The landing party is under a senior lieutenant and two juniors, and is accompanied by a field gun and two stretchers. The launch carries a quick-firer in the bows. All the men carry cartridge belts, with three pouches so arranged as to fold up neatly.

After the rifles have been inspected, provision carriers and water bottles are served out. The former are in the shape of a blue sash, worn diagonally over the left shoulder, and contain biscuit rations and spare cartridges. At a bugle call, all are in their places in the boats, and remain at attention until the dismiss is sounded.

To see the crew assembled to listen to the explanation of new orders by the captain was to be impressed by the wonderful intelligence and interest of the men, as well as by their discipline.

The whole of the personnel of the Japanese navy are filled with pride in their traditions and their ships, and will do well should ever the occasion arise.—Alfred Stead in London Mail.

IN THE INTEREST OF HOTEL BY-LAW

VIGOROUS CAMPAIGN IS TO BE CONDUCTED

A Representative Gathering of Business Men Held Last Night—Public Meeting Will Be Called.

The hotel by-law is to be submitted to the ratepayers a week from next Tuesday. That it will be passed there is little reason to doubt, but nevertheless it is important that a campaign in the interest of the project should be started without delay. This is fully recognized by prominent citizens, headed by Mayor McCandless, who are desirous of thoroughly impressing upon the property owners the benefits which will inevitably result from the establishment of such a hotel as the one contemplated. A public meeting will be called by Mayor McCandless on Tuesday evening next, when the whole matter will be fully dealt with.

A representative gathering of business men was held at the Board of Trade room Tuesday, the object being to organize and get down to work for the passage of the by-law. All were convinced that its defeat would be a calamity, and although they felt that the good sense of the ratepayers would not allow such a thing to happen, they realized that no risk should be taken.

The following committee was appointed to select the ward committees: Messrs. J. L. Beckwith, Wm. Prout, H. D. Helmcken, E. V. Bodwell, J. S. H. Matson, E. Lewis, R. L. Drury, A. B. Fraser, jr., and Thos Hooper. The committees on literature were named, and Mrs. Herbert Kent was delegated to take charge of a ladies' committee. There were present at the meeting the following: His Worship Mayor McCandless, R. Hall, R. H. Swinerton, C. F. Todd, L. G. McQuade, D. B. Bogle, F. M. Rattenbury, Chas. Hayward, Col. Prior, A. Robertson, J. A. Mara, C. A. Holland, James A. Douglas, Capt. Gibson, Dr. T. J. Jones, E. V. Bodwell, E. B. Marvin, A. Henderson, F. B. Pemberton, Jas. Forman, T. M. Henderson, J. L. Beckwith, A. B. Fraser, jr., J. E. Church, Thos. Hooper, W. H. Price, H. Bambergant, Geo. Carter, P. R. Smith, John McCurrough, T. G. Fox, H. E. Levy, T. Goodacre, Wm. Prout, D. Spencer, jr., J. P. Burgess, B. Boggs, J. Allan, S. Matson, H. D. Helmcken, E. E. Wescott, G. W. Smith, G. Knight, H. G. Brown, W. B. Smith, H. M. Grahame, Dr. Milne J. J. Shallcross, Mrs. Helmcken, Mrs. Gordon Grant and Mrs. Jenkins. Herbert Cuthbert was secretary.

PARLIAMENTARY PARTY.

Arrangements Made for Their Trip Through Canada.

As many members of the Imperial Commons have found it impossible to get away at the present time, the British parliamentary party now making a tour of Canada numbers eighteen. According to arrangements the party will spend Thursday and Friday in Ottawa, and Saturday, Sunday and Monday in Toronto and Niagara Falls.

On September 9th, the party will leave for the West, taking the all-rail route of the Canadian Pacific and will make their first stop at Calgary on the 12th, where they will visit some of the famous ranches in that section. September 13th and 14th will be spent in Banff and the balance of the journey to the coast will be made in easy stages, Vancouver being reached on the 18th.

After a visit to the Island of Vancouver and the city of Victoria, the return journey will begin from Vancouver on the 22nd, arriving in Winnipeg on the 27th. The remainder of the journey eastward will be made via the Great Lakes and New York will be reached on October 2nd. Before leaving for England the party will visit Boston, Washington, Philadelphia, Baltimore and other Eastern cities, and a very entertaining programme has been mapped out for them.

Lord Lyveden is in charge of the party, which numbers among its members Sir Edward Clarke, K.C.; Percival Clarke, his son; Ald. J. Sutcliffe, C. Branfill, G. J. Allen, George Doughty, M.P.; Miss Honor Morten, Rev. Mark Guy Pearse, A. C. Wells, Rev. H. S. Hopkins, R. J. Wickstead, Col. Sadler, M.P., and J. C. Macdona, M.P.

FRUIT SITUATION.

Thos. Cunningham, of the Horticultural department, is in the city at the present time. He says that the continued wet weather at the Coast on the Mainland has had a very injurious effect upon a considerable quantity of the fruit. This is especially true of many varieties of plums.

In this connection Mr. Cunningham says that there is great need of carrying on a careful test of the varieties adapted to the climate of that part o fthe province. To do this it is or the greatest importance that something should be done in the way of testing the varieties in the different localities. Experimental stations of some kind should be established.

While in many parts of the province there has been a good crop of fruit, yet the supply is not equal to the demand from the Territories. Mr. Cunningham points out that orders coming from the outside have to be refused by dealers in the province. As an instance of this he refers to F. R. Stewart & Co. having to refuse an order for five carloads.

R. M. Palmer is at Calgary and that vicinity looking after the interests of British Columbia fruit producers who ship to the Territories.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

A BIG ENTERPRISE.

It Was Conceived By Lieut.-Governor Joly's Son in India.

To the genius of a Canadian, the son of British Columbia's Lieut.-Governor, is due the largest enterprise of its kind of the present day. The Weekly Commercial News, of San Francisco, has the following:

"In a report to the state department, William Thomas Fee gives some interesting details concerning the largest transmission of power by means of electricity that has yet been attempted in the East. The site of the generating plant is at a fork of the Cauvery river, in the native state of Mysore, southern India. The falls from which the power is derived are located in the east and west branches of the river, which is one of the principal rivers of southern India, but which is navigable only for small boats. The Cauvery, in its course of 100 miles through Mysore territory, receives six large tributaries, draining an area estimated at about 6,400 square miles, before it reaches the gorge in which the falls are situated. In June, 1899, the idea of working the famous Kolar gold mines, 92 miles distant from Sirasamundrum, an island near the falls, with electric power generated at the falls, was conceived by Captain A. C. Joly de Lotbiniere, R. E., the deputy chief engineer to the government of Mysore. The project was approved by the authorities and in August, 1900, contracts had been placed—that for the supply and erection of the entire electric plant—with the General Electric Co. of New York, and that for the hydraulic plant with Escher Wyss & Co., of Zurich, Switzerland.

"A great deal of work was required in clearing the jungles and erecting the plant. In spite of difficulties and interruptions the entire plant for generation transmission and distribution, together with the buildings containing it, was complete in all respect at the beginning of June, 1902, and on June 9th water was first admitted to the penstocks. On June 30th the plant was formally opened and power was sent over the 92 miles of line to the Kolar gold fields. Commercial service to the mines was taken on June 15th, and has since been uninterrupted."

RETAIL MARKETS.

Island fruit is beginning to take a prominent place in the local market. Both apples and plums are being received by merchants in large numbers and are finding a good sale. As a result of the agitation among the retail merchants, farmers are packing their fruit more carefully. The apples recently received are done up neatly and bring better wholesale and retail prices. There has been a general rise in the wholesale price of flour during the past couple of weeks and a consequent rise in the retail price. Following are the quotations:

Hungarian Flour—	
Ogilvie's, per sack .....$	1.50
Ogilvie's, per bbl.	5.75
Lake of Woods, per sack ..	1.50
Lake of Woods, per bbl.	5.75
Moose Jaw, per sack	1.50
Moose Jaw, per bbl.	5.75
Excelsior, per sack	1.50
Excelsior, per bbl.	5.75
Oak Lake, per sack	1.50
Oak Lake, per bbl.	5.75
Hudson's Bay, per sack	1.50
Hudson's Bay, per bbl.	5.75
Enderby, per sack	1.50
Enderby, per bbl.	5.75
Pastry Flours—	
Snowflake, per sack	1.40
Snowflake, per bbl.	5.50
Drifted Snow, per sack	1.35
Drifted Snow, per bbl.	5.25
Three Star, per sack	1.35
Three Star, per bbl.	5.25
Sugar—	
B. C. Granulated, per sack ..	5.50
B. C. Granulated, 17 lbs. ...	1.00
China or Scotch, per sack ..	5.40
China or Scotch, 18 lbs.	1.00
Yellow, per sack	5.00
Yellow, 19 lbs.	1.00
Coal Oil—	
Pratt's Coal Oil	1.75
Eocene	1.85
Grain—	
Wheat, per ton	35.00
Oats, per ton	30.00
Oatmeal, per 10 lbs.	.45
Rolled oats (B. & K.)	.[illegible]
Feed—	
Hay (baled), per ton	16.00
Straw, per bale	.75
Middlings, per ton	26.00
Bran, per ton	25.00
Ground Feed, per ton	28.00
Carrots, per 100 lbs.	.60
Vegetables—	
Fraser River Potatoes, 100 lbs.	1.00
Island Potatoes, per 100 lbs..	1.25
Cabbage, per lb.	.[illegible]
Cauliflower, per head ..... 10¢@	.15
Onions, silver skin, per lb....	.3
Carrots, per lb.	.2
Lettuce, per head	.2½
Turnips, per lb.	.2
Peas, per lb.	.4
Tomatoes, per lb.	.10
Fish—	
Salmon, spring (smoked)	.15
Salmon, per lb. ..... 6¢@	.8
Shrimps, per lb. ..... 40¢@	.50
Cod, per lb.	.8
Halibut, per lb.	.10
Herring	.5
Flounders, per lb.	.5
Smelts, per lb.	.10
Kippers, per lb.	.12½
Bloaters, per lb.	.10
Rock Cod	.8
Bass	.8
Farm Produce—	
Fresh Island Eggs .....$	.35
Butter (Delta Creamery)	.35
Best Dairy	.25
Butter (Cowichan Creamery).	.35
Cheese (Canadian) ..... 20¢@	.25
Butter (Victoria Creamery)..	.35
Lard, per lb.	.18
Meats—	
Hams (American), per lb. ... 22¢@	.25
Bacon (American), per lb. ..	.25
Bacon (rolled), per lb..... 16¢@	.20
Bacon (long clear), per lb....	.18
Shoulders, per lb.	.18
Beef, per lb. ..... 8¢@	.18
Veal, per lb. ..... 12¢@	.18
Pork, per lb. ..... 10¢@	.12½
Mutton, per lb. ..... 10¢@	.18
Lamb, hindquarter	1.25@ 1.50
Lamb, forequarter	1.00@ 1.50
Fruit—	
Cocoanuts, each ..... 10¢@	.15
Lemons (California), per doz.. 25¢@	.35
Apples, per box	1.00@ 1.25
Oranges, per doz. ..... 25¢@	.40
Bananas, per doz. ..... 25¢@	.40
Pineapples, each ..... 40¢@	.50
Cantlope, each	.25
Watermelon, each	.50
Peaches, per lb. ..... 5¢@	.8
Rhubarb, per lb.	.3
Blackberries, per lb.	.12½
Poultry—	
Dressed fowl, per pair	1.00@ 1.25
Ducks, per pair	1.[illegible]
Dressed turkeys, Isl'd, per lb.	.30

SUDDEN DEATHS ON THE INCREASE.—People apparently well and happy to-day, to-morrow are stricken down, and in ninety-nine cases out of every hundred the heart is the cause. The king of heart remedies, Dr. Agnew's Cure for the Heart, is within reach of all. It relieves in 30 minutes, and cures most chronic cases. Sold by Jackson & Co. and Hall & Co.—91.

ALLOTTING SPACE FOR THE FAIR EXHIBITS

Chairman of Buildings and Grounds Committee Active—Invitation From Agassiz.

As the day which will mark the opening of the annual exhibition of the B. C. Agricultural Association draws nearer preparations become more active. The executive is already turning its attention to the fitting up of the exhibition buildings and grounds for the occasion. Tuesday F. Norris, chairman of the buildings and grounds committee, visited the exhibition buildings for the purpose of alloting space, so as to allow applicants to start making ready their exhibits. He also took note of any required improvements to the grounds.

R. H. Swinerton, secretary of the association, has received an invitation to attend the opening of a new exhibition building at Agassiz next month. The communication follows:

R. H. Swinerton, Secretary of B. C. Agricultural Association, Victoria:

Dear Sir:—I am instructed to tender to you a cordial invitation to be present at and participate in the opening of our new exhibition building, which will take place on the occasion of holding our annual fair on the 7th of Sept. next. The C. P. R. Railway Co. are arranging to run a special excursion from Coast points to Agassiz for the occasion, leaving Vancouver at 7 a. m. and returning the same evening. Trusting to have the pleasure of your company.

Yours faithfully,

L. A. AGASSIZ,

Secy. Agassiz Agricultural Association.

Arrangements are in progress to bring here as an exhibition attraction a glass blowing exhibition. Wallace's troupe has consented to entertain here if the association is successful in securing from the customs authorities an exemption from duty of the 8,000 pounds of paraphernalia which the troupe carries. The show is advertised as being a splendid exhibition of glass spinning and weaving. Among its attractions is a steam engine made entirely of glass.

At a recent meeting of the executive it was decided to change Children's Day from Wednesday to Thursday. As the fair will open on October 6th, the admission will be reduced to a nominal figure for children on the third day of the exhibition.

The association is advertising for tenders for privileges at the forthcoming show.

The corrected list of provincial exhibitions for the season has been issued. It follows:

Kelowna—Wednesday and Thursday, 16th and 17th September.

Vernon—Wednesday, Thursday and Friday, 7th, 8th and 9th October.

Armstrong—Wednesday, 14th October.

Kamloops—Wednesday, Thursday and Friday, 23rd, 24th and 25th September.

Islands—Monday and Tuesday, 28th and 29th September.

Langley—Wednesday, 16th September.

Maple Ridge—Wednesday and Thursday, 16th and 17th September.

Miss'on—Wednesday, 23rd September.

Surrey—Thursday, 24th September.

Ladner—Friday and Saturday, 25th and 26th September.

Richmond—Friday, 25th September.

Saanich—Friday and Saturday, 25th and 26th September.

Coquitlam—Thursday, 24th September.

Agassiz—Monday, 7th September.

Chilliwack—Wednesday, Thursday and Friday, 23rd, 24th and 25th September.

Nanaimo—Thursday, Friday and Saturday, 17th, 18th and 19th September.

Comox—Wednesday and Thursday, 23rd and 24th September.

Cowichan—Friday and Saturday, 25th and 26th September.

New Westminster—Tuesday and Wednesday, 29th and 30th September, and Thursday and Friday, 1st and 2nd October.

Victoria—Tuesday to Saturday, 6th to 10th October.

GRAND TRUNK PACIFIC.

Requests Made by the Provincial Ministry to Federal Government.

The provincial government at an executive meeting decided to make requests to the government of Sir Wilfrid Laurier looking to the interests of British Columbia in the contract to be made with respect to the building of the Grand Trunk Pacific railway.

With this in view the Provincial Secretary has communicated the wishes of the government to Hon. Senator Templeman and Hon. R. W. Scott, secretary of state at Ottawa. The requests of the provincial government are that the contract entered into between the Dominion and the railway company should provide that the work on the line should begin from the Pacific eastward simultaneously with the commencement of the construction of the line westward. The carrying out of this is expected to give British Columbia many advantages during the construction period of the railway.

In addition to this the Dominion government is asked to see that the employment of Asiatic labor on the construction work should be prohibited.

MURDERED BY AN INDIAN.

Two White Men Said to Have Been Killed by an Alaska Native.

According to a report brought to the Sound on the steamship Ohio, two white men were murdered by an Alaska Indian 54 miles up the Koyukuk from its mouth.

Yukon natives arriving at St. Michael say that the Indian slayer saw a white man loading his gun, and he thought the latter was going to shoot, so he fired first, and killed the white man and his companion. The victims are supposed to be prospectors who came down the Yukon and had started up the Koyukuk. The name of the Indian who did the shooting is Andrew. The tragedy occurred about six weeks ago.

The body of a man has since been found about six miles above Nulato, and it is believed to be the body of one of the victims. The arms and legs were cut off, and there were three wounds in the breast. The military authorities at St. Michael ordered the soldiers at Nulato to bury the body, which was done. At that time it was believed to be the body of a soldier who was drowned some time ago.