

LADY JOLY.

Sympathy general and deep will go out from the people of British Columbia to Lieutenant-Governor Joly in the affliction. Though precluded of late by the delicate state of her health from taking a very active part in the social and charitable affairs of the capital and the province, the late Lady Joly was prominently associated with all benevolent enterprises and was greatly esteemed and beloved by all who had the honor of her acquaintance.

Living in the very shadow of death for months, Lady Joly died as she had lived, a splendid type of the loyal Canadian woman, a helpmeet and companion for her husband throughout his honorable career, a loving and devoted mother to her children.

Sir Henri in his journey to the family home to pay the last offices of devotion to the departed will be followed by the prayers of the people of British Columbia that God may sustain and strengthen him in this the supreme trial of his life.

UNTRAMMELED.

The McBride government could not afford to lose Lillooet. Apparently it has not lost the constituency. The voting population is small. There was a sufficient force sent up to interview and hold out the necessary inducements to every elector to mark his ballot for the government candidate. Therefore the conditions were such as to render the success of Mr. Stoddart almost impossible. Knowing the obstacles they had to overcome in order to achieve success, the opposition will not be greatly cast down over the result.

It would have been a pity if McBride had been thrown out of office before he had had a reasonable opportunity of elaborating his policy of railway construction. He told the Legislature that a special session would be summoned to consider this important matter. The policy is still in embryo, and it would have been a useless expenditure of time and money to call the Legislature together during the summer that is now drawing to a close. The policy will be disclosed at the regular meeting to be held some time during the winter. The organ which is authorized to speak in the name of the administration has announced that each unit added to the population entails a cost to the province of about \$12,500 net. There are no compensating advantages for this outlay, as a mercenary government at Ottawa should rightly accrue to the provincial treasury. Accepting that theorem, the ministry and its organ are opposed to the construction of a railway of transcontinental proportions which will not draw a cent in subsidies or land from the people of British Columbia.

It is announced in advance of the construction of that route, that the great ocean transportation companies of the world, a corporation that has been doing business almost since the beginning of the application of steam to ocean-going vessels—that the Allan company is prepared to establish a line of steamships upon the Pacific in anticipation of the new business that will be created by the advent of the Grand Trunk Pacific Railway. We suppose that is an evil in connection with the proposition that must also be combated by the McBride government of unprecedented foresight. If such a scheme were carried out, it also will mean a great addition to the population of British Columbia, each individual unit of which will draw \$12,500 from the treasury and return nothing there. This is a very perplexing, if not an actually mystifying, state of affairs, is it not? But it is a simple matter compared with that we shall be called upon to consider after McBride has elucidated his railway policy.

In accordance with the principles which have governed all governments of British Columbia, the McBride administration is adamant in its opposition to railway companies which desire to come in here and do business without any assistance whatever. Because the Grand Trunk Pacific under its contract with the federal government is bound to build to the Pacific Coast without money and without price as far as the province is concerned, it must be regarded by the ministers of the provincial government with suspicion. If the company could be induced to accept as a bonus all the land its advent will put upon the market and raise into a provincial taxable asset, the government organ asserts the Grand Trunk Pacific scheme might be worthy of the support of the people of British Columbia. In addition the company could be induced to permit its works and all its property within the province to be exempt from taxation, then there could be no doubt whatever about the merits of the undertaking. Under such terms the Premier and his astute colleagues would shut their eyes to the drain the settlement of the great rich territory in the north would be upon the provincial treasury.

But that is not the complete railway. The McBride government, it is under consideration the question of other projected roads in the north portion of the province. Its terms have these lines all mapped out. It will insist upon the sub-

dies promised being granted. And if the Premier from Dewdney should not succeed in placing them with a promise of a special session in 1905 to consider the whole question, and should prefer encouraging railway companies to go out of office, what will the result be with population pouring in on the north and on the south, each individual drawing \$12,500 from the provincial treasury and returning nothing there? The prospects are indeed gloomy. Surely Gilbert in the most whimsical of his humors never conjured up such an ingenious paradox as the chief organ of the McBride government has set before the people of British Columbia!

Yes, it is well that the electors of Lillooet have decided to give the government an opportunity to clear up this mystery. Here we have been straining and striving and begging and praying for railways and the population which railways bring, and lo, when we appear to be about to enter the goal of our ambitions, we are told that our aspirations have been but "hazy dreams!" British Columbia is the one country in the world which does not desire population. Ordinary minds accustomed to ordinary processes of reasoning might suppose that such addition to the population would relieve present residents of part of the load they are compelled to carry; but the zealous advocates of the McBride cause do not reach their conclusions by common routes. The fact that there is a Grit administration at Ottawa, while McBride and his colleagues are Tories, precludes all possibility of that.

THE VISITING MINISTER.

Hon. Raymond Prefontaine, who arrived in Victoria Wednesday on his first official visit to the coast, is in charge of the portfolio of Marine and Fisheries in the government of Sir Wilfrid Laurier. As the visiting Minister is the head of the department from which the interests of the most important of the industries of British Columbia are administered, it may be timely to review his record and consider the manner of his life.

The people of British Columbia have already had some experience of Mr. Prefontaine's methods. He signalled his admission to the government by giving his immediate attention to the conditions under which the salmon canning industries of this province are carried on. The fact that traps were barred by regulation in British Columbia, while in the state of Washington there were no limitations as to methods nor as to seasons appeared to the new Minister to be anomalous. The industry here was so handicapped by regulations that time had shown to be obsolete and inimical to economic production that a change was at once declared to be necessary. It was decided that Canadians should be granted the right to take the fish in traps. The discrimination which operated so distinctly in favor of their competitors in the United States has therefore been removed. Fortunately the change was made at a time when a charge that the introduction of traps would prove the ruin of the industry would not lie against the Ministry. The diminution in the supply of salmon is plainly the result of over-fishing. A sufficient number of fish should not be permitted to reach the spawning beds, with natural consequences of steadily decreasing runs. The Minister proposes to overcome this tendency by erecting a number of new hatcheries and vastly increasing their capacity. The government will absolutely refuse to listen to the suggestion that the United States or any individual state be permitted to establish hatcheries on the Fraser river. If the Americans are in earnest in their desire for the conservation of the industry, there will be a chance for them to exhibit their zeal by the creation of close seasons, whereby the salmon will have a chance to make their way through the barriers which prevent them from reaching the spawning beds. The agents of the Dominion government will do the rest. With cordial co-operation between all interests concerned and in active policy on the part of the department, there can be no doubt of the speedy rehabilitation of the canning business nor of its indefinite expansion.

Hon. Raymond Prefontaine has had a varied experience, and the success which he has attained at his private affairs and his public career should inspire confidence that his predictions will be substantially fulfilled. He has been in public life since 1875. He entered the Quebec Legislature in that year, and remained in it until 1881. He has sat continuously in the House of Commons since 1886. He was elected to represent two constituencies of Montreal in 1900. His majority in the last contest in which an opponent was put up against him was nearly two thousand. In addition to his other public honors Mr. Prefontaine has sat in the city council of Montreal, also serving two terms as Mayor.

Judging by the speeches he has made since he arrived in British Columbia, the Minister of Marine and Fisheries is as active and determined as he is popular. There is not the slightest doubt that he will implement all the promises he makes. Having made himself personally acquainted with the requirements of British Columbia, whatever measures are necessary to restore the salmon industry and to conserve the fisheries generally will be taken without loss of time.

INVESTIGATING CANCER.

The paper which the superintendent, Dr. E. F. Bashford, read before the general committee of the Cancer Research Fund in London the other day, says a writer in the New York Post, shows the wide and systematic process of the investigation by which it is hoped to discover the secret, and the cure, of this terrible affliction. Some important facts have been brought to light by the examination of tumors taken from various animals. Through the collaboration of private persons at home and abroad specimens of malignant new growths have been obtained from many lower vertebrates, including fourteen cases of carcinoma in fish. Two cases of malignant new growths in fish possess a special value, because derived from marine fish living in a state of nature, and similar interest attaches to a spheroidal-celled carcinoma discovered in a wild mouse. These are the first authenticated cases of cancer in wild animals. More than 2,000 specimens have been examined, secured from various subjects: Human, 206; horse, 116; cow, 90; dog, 247; cat, 43; pig, 8; frog, 6; bird, 13; mouse, 800; fish, 80; rat, 23; rabbit, 32; sheep, 8; goat, 7; bull, 1; miscellaneous, 329. In this way it has been proved that cancer pervades the whole vertebrate kingdom and presents constant fundamental characters. The great diversity of the food, habitat, and conditions of life generally of the animals in which cancer occurs indicates that such external agencies have no causative influence. The origin of cancer has to be sought in the life-processes of the cells, and it has been demonstrated that a transplanted tumor will grow only in an animal of the species from which it was taken. There is much significance, too, in the discovery of the conjunction that occurs between the nuclei of cancer cells, as it points to the nature of the problem which has to be solved before growth can be prevented.

Dr. Bashford's report goes on to say that there is no evidence to support the theory that certain countries or races of men are immune from cancer. This opinion is ascribed to insufficient investigation. Thus the fact that there are more cancer cases in England than in Irish households is due to the lack of competent medical supervision in the latter country. By the aid of the British colonial office, specimens of malignant new growths have been obtained from the natives of regions of Africa in which cancer was not known to exist, while through the foreign office, the colonial office, the India office, the Egyptian government, and private owners cancer has been found to be much more frequent in many tribes than it was suspected to be. Fortunately, there are no facts to support the widely spread belief that there has been an actual increase in cancer mortality. Dr. Bashford points out that among 1,786 new growths removed from the human subject in 1904, and supposed to be malignant, there were 127 in which the malignancy was not confirmed by microscopic examination. In these the characters of malignancy were only simulated, and this, says the doctor, explains many reputed cases of cancer. Inasmuch as many malignant growths present no specific symptoms by which their nature can be placed beyond doubt, the report strongly advises the earliest possible operative interference, even in the case of new growths which are not supposed to be malignant. There is no way, it is pointed out, of positively proving them to be benignant, a dictum which is likely to revive some almost forgotten apprehensions.

James J. Jeffries, Esq., having completely recovered from that attack of "Housemaid's Knee" (surely the most unbecoming disease that ever attacked a gentleman of the price ring), announces that it will be a sorry day for one Munro (we are not sure whether Mr. Munro's advice to "spell it with a w" should be followed or not) when he enters the ring with the convalescent. It seems Mr. Munro has committed the unpardonable sin of questioning the bona fides of the victor of the "housemaid's knee." Whereat Mr. Jeffries is greatly incensed. He calls all the "fancy" to witness that he has over been a merciful man to his opponents. He has never been brutal. He has invariably refrained from inflicting more punishment on his men than they could bear. Mr. Munro is left to draw the inference that shall be most soothing to his feelings. Of course this interesting announcement has nothing to do with advertising or swelling the gate receipts at the humble, moral and educational entertainment to be given soon for the benefit of the public.

The opinion of the London Standard, in many respects the most representative Conservative newspaper in Great Britain, on the Dundonald matter, is unambiguously adverse to the general. In its issue of Wednesday, July 20th, it said: "That this able and brilliant officer, whose services to the Empire cannot be forgotten, has placed himself technically in the wrong is generally admitted. . . . After his dismissal he made matters worse. . . . He should not have flung himself into the troubled vortex of Canadian party politics, and he may be; neither do I want his sympathy or connivances. It is purely a matter of business. I am not to follow in the footsteps of Lord Dundonald's departure. The electors of the Dominion are not so foolish as to allow their sentiments to be swayed by the intrigues of the government of these islands to be affected by

the frankness of a brave and skilful, though perhaps hot-headed, soldier."

What do all the federal ministers of the Crown and members of Parliament mean by saying that construction of the Grand Trunk Pacific Railway will commence simultaneously in the East and in the West? Is there a conspiracy to prevent the McBride government from thrusting a subsidy and exemption from taxation upon the company? As the Colonel has said, if they are sincere in their belief, why did they not place a clause in the contract enjoining Mr. Hays from listening to the proposals of our philanthropic ministers. The federal government ought to have known all this to this day, until the Geographic Board of Canada, in June, 1901, authorized the name of Active Pass to be always officially used for the channel between Mayne and Galleon Islands, the real Plummer's Pass being the channel between the Chain Islands and Discovery Island.

The City Council has for months been giving the water question its "best consideration." Citizens of Victoria "will ever pray, etc., that success may crown its efforts. The water problem" has been "looked into" several times, and to this day, until the Geographic Board of Canada, in June, 1901, authorized the name of Active Pass to be always officially used for the channel between Mayne and Galleon Islands, the real Plummer's Pass being the channel between the Chain Islands and Discovery Island.

WHY KAMLOOPS OBJECTS.

To the Editor:—Under the caption "Zinc and Sanitation" the Vancouver Province last week editorially commended the citizens of Kamloops because of their opposition to having their city made a resort for consumptives, and suggests that since they will have none of it the ones of selecting a site for the sanatorium rests with the editorial in last night's issue, drawing attention once more to the need, I would say, immediate need, of a sanatorium for consumptive patients. It is far from creditable to the philanthropic spirit in our province that such a necessary institution is not already in our midst. There are few projects that can come before the people of this province more deserving of generous and sympathetic support than just such a "Home of Hope." That the "white plague" should be allowed to make havoc, whilst the most potent forces to resist the scourge are being unopposed, is a state of affairs that ought not to exist much longer, and I trust that any scheme which Dr. Plummer may be contemplating shall receive the serious consideration of all sections of the public. A year ago the Ministerial Association discussed this matter, and I believe would willingly have up any plan for the establishment of a permanent sanatorium in the province. That such may be an accomplished fact before long is the fervent wish of

JOHN T. WALBRAN,
Fisheries Protection Service, Canada.
Victoria, August 15th, 1904.

THE "WHITE PLAGUE."
To the Editor:—In common with many of your readers, I wish to thank you for your able editorial in last night's issue, drawing attention once more to the need, I would say, immediate need, of a sanatorium for consumptive patients. It is far from creditable to the philanthropic spirit in our province that such a necessary institution is not already in our midst. There are few projects that can come before the people of this province more deserving of generous and sympathetic support than just such a "Home of Hope." That the "white plague" should be allowed to make havoc, whilst the most potent forces to resist the scourge are being unopposed, is a state of affairs that ought not to exist much longer, and I trust that any scheme which Dr. Plummer may be contemplating shall receive the serious consideration of all sections of the public. A year ago the Ministerial Association discussed this matter, and I believe would willingly have up any plan for the establishment of a permanent sanatorium in the province. That such may be an accomplished fact before long is the fervent wish of

ARCHIBALD BOWEN,
President Ministerial Association.
175 Menzies street.

BE NOT NARROW.
To the Editor:—I notice a letter signed "Briton" in your last issue. He takes exception to the frequent introduction of the flag at our great meetings, and other festive assemblies, to the exclusion of the Union Jack. Now, he must know by this time by experience the immense amount of satisfaction the mere exhibit of even a tiny flag brings to our countrymen, and with intense enthusiasm. Let them have it and enjoy it right here in Victoria without restraint. We Britons are not educated that way, and as a rule enjoy more solid amusements, and I don't think we are the less patriotic. I have no doubt "Briton" would have a small flag stuck in our button hole as a symbol of loyalty. Let us not be narrow minded. The next thing "Briton" will object to is the full and frequent display of the Chinese flag.

"ANOTHER BRITON."
WHY HE FAILED.
To the Editor:—It is not to be wondered at that Mr. Kenneth Gordon failed to locate the bureau of provincial information, as he states in his letter last evening, he looked for it in the eastern wing of the Parliament building. The eastern wing is occupied by the museum, the western wing by the printing department. If Mr. Gordon will go to the west end of the main building, he will be more likely to find the office he desires.

GOVERNOR'S JOURNEY.
To the Editor:—Can you or any of your readers kindly inform me whether the bureau of provincial information is closed for repairs or whether it has left on an expedition to release some of the underlings of the country? I have looked for it in the eastern wing of the parliament building over the Bay and failed to find it located there.

KENNETH GORDON.
Victoria, B. C., 15th August, 1904.

CHINA'S EMPRESS DOWAGER.
Says Financial Condition of Country Demands the Strictest Economy.

Washington, Aug. 16.—Minister Conger has sent to the state department a copy of a remarkable Imperial edict issued by the Chinese Empress Dowager, Tsai Hsi, and promulgated by the Emperor.

The Empress, in strong language, calls attention to the precarious financial condition of the country, which makes it difficult to provide funds for drilling the troops. This condition is said to require the exercise of the strictest economy.

The Empress says: "The habit of those between us and you to spend themselves and spend money extravagantly has become so strong and systematic that now there is no way in which it can be broken. The useless expenditures for these stucco works and great buildings, and the maintenance of the Imperial household should take the first step in remedy, the household must be reduced. All the Yamen must be brought into the Empire and be instructed to exercise similar economy and to rid themselves of stucco holders."

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and display his zealousness, has gone beyond the power vested in him.

The Deputy Minister of Agriculture, from whom I obtained the license, is unfortunately absent, or I feel sure he would see justice done, and that the license he granted me was not ignored. I have referred the matter to the Hon. Attorney-General and am awaiting his decision.

W. M. KETCHEN.

GEOGRAPHICAL MISNOMERS.

To the Editor:—I should like to inform the good people of Victoria that the proper name of the bay shown on your charming photograph in last Sunday's Colonist is Cormorant Bay, and not Cordova, as given. The name of Cormorant Bay was given it by the Admiralty survey in the year 1861, to commemorate the name of H. M. S. Cormorant, stationed out here about that period, and by this name it has always appeared on the Admiralty charts Nos. 2,840, 2,680 and 1,917. Cordova Bay is some seven miles further north and west of James Island.

It is rather a pity names were long mixed up in this way, as it tends somewhat to confuse the facts that have come to light through the visit to the northern part of the Island of Thos. Jones, representative of the Lanyon Zinc Company, of Iowa, Kansas, one of the largest mining companies on the continent.

Mr. Jones has just returned from his visit of inspection, which occupied twenty days, and is preparing a report for headquarters. He found in the Pacific less group, which adjoins the June group on the southeast arm of Quatsino Sound, and the Minerva fraction on the other side, some promising properties, with the very best showings he has yet seen. He brought down a number of samples, some of which run fifty per cent. or thereabouts in zinc.

He was surprised that they had not been more extensively developed, and from what he said in conversation with a Times representative this afternoon it is quite likely that his company will exploit the zinc resources there to a considerable degree. Although it is hardly probable that, for a time at least, reduction works will be erected on Quatsino Sound, the opportunities for other companies doing so are very attractive. The Lanyon Zinc Company extract its ore and export it to the smelter in Iowa, Kansas, two dollars per ton cheaper than it can import from the Kootenays, which is now done. This is possible in view of the fact that the transportation would be by water, vessels carrying the ore around the Horn to Galveston, Texas. From there it would be conveyed by railroad to Iowa. Coal is now being shipped to Galveston, and in the empty cars the ore could be taken to the works.

The Lanyon Zinc Company produces forty-five per cent. of the zinc mined on the continent, and owns ninety per cent. of the natural gas fields of Kansas. It receives its ore from all parts of the States, a great proportion being mined at the Joplin mine in Missouri. It is reduced by the retort system, being run off into gases, which are condensed by temperature changes in precisely the same manner that these conditions will condense steam into water. The company has five million dollars invested in zinc properties and works throughout the United States, and its smelter being in the natural gas fields this element plays an important part in the reduction, which considerably minimizes the cost. Mr. Jones was quite reticent regarding the plans of his company regarding the Quatsino properties, but his visit to them is fraught with plain significance. He expects to return before very long and make a more extensive examination. He intends returning to-morrow to Sandon, his British Columbia headquarters, where he purchases ore for his company.

ATLANTIC RATES.
Canard Officials Have No Knowledge of Reduction of First and Second Class Fares.

London, Aug. 17.—At the London office of the Canard line to-day it was said that the officials had no knowledge of the report published in the United States of a reduction of the first and second class cabin rates, as well as the steamer rates. All the Canard steamers lie, it was added, are full up to August 10th. It was pointed out that the winter rates under the new schedule, in the middle of October, and therefore it is not believed that Lord Inverclyde, chairman of the company, has any intention of further cutting rates.

WILL APPEAL FOR AID.
Members of Union to Be Asked to Assist the Packing House Strikers.

Chicago, Aug. 17.—Every union working man in the country, according to 3,000,000 of the leaders of organized labor, is to be asked to contribute to the support of the packing house strikers. President Donnelly, of the bureau of women, said to-day that an appeal has been sent to all the labor unions in the United States asking them to help provide funds. President Samuel Gompers, of the American Federation of Labor, Donnelly said, would be asked to make an appeal for funds.

THREATEN A REVOLUTION.
Inhabitants of Crete Tired of Rule of Prince George—An Appeal to Italy.

Rome, Aug. 17.—Inhabitants of the Island of Crete have addressed a strong petition to the Italian government asking to be freed from the government of Prince George of Greece, the high commissioner of the protective powers, whom they accuse of misrule. They ask for annexation to Greece, and threaten to start a revolution. The petition is addressed to Italy because Cretan affairs are under the supervision of the Italian foreign minister, assisted by the Russian, French and British ambassadors. Prince George, it is reported, is about to start on a visit to the capitals of the protective powers.

A HOAX.
Tromsø, Norway, Aug. 17.—The report recently circulated that a Norwegian whaler found north of Spitzbergen a bottle containing a letter from Prof. Andre, dated in 1893, proves to be a hoax.

ZINC PROPERTIES TO BE EXPLOITED

AMERICAN CAPITAL LOOKING TO ISLAND

Representative of Big Company Returns From Visit to Quatsino Sound—A Good Showing.

(From Tuesday's Daily.)

That there is an extensive body of zinc ore in the vicinity of Quatsino Sound, and furthermore that it is attracting the attention of United States capitalists, are facts that have come to light through the visit to the northern part of the Island of Thos. Jones, representative of the Lanyon Zinc Company, of Iowa, Kansas, one of the largest mining companies on the continent.

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WILL ASSIST THE FISHING INDUSTRY

HATCHERIES TO RUN AT FULLEST CAPACITY

Hon. R. Prefontaine May Go North With G. T. P. Officials in Search of Terms.

Vancouver, Aug. 17.—Hon. R. Prefontaine, minister of marine and fisheries, is this morning about to leave for a conference over fisheries matters, and the Deadman's Island question. The minister and his party will leave this afternoon for Victoria on the Kestrel.

Vancouver Liberals assembled on this morning to discuss the question of the fisheries. The minister will be accompanied by Hon. Mr. Prefontaine, G. T. P. president.

Hon. Mr. Prefontaine's speech was frequently interrupted by applause. It was an earnest talk of a business man impressed with affairs of moment and plans for the future. He told the audience that the government proposed to make provision now to fulfill the demands of years to come.

Regarding the fishing industry Hon. Mr. Prefontaine wished he had come here a year ago, and perhaps he might have done something to have stopped the going back of the industry. There was one question upon which he was well satisfied—that was a close season. The government would give all aid possible to promote the industry. He had given instructions on Tuesday that the hatcheries should be run at their fullest capacity, and instead of turning out five or ten million of young salmon every year, twenty-five or thirty million of these fish must be distributed every year in the rivers of British Columbia. Not only that, but he had given instructions to proceed at once with the erection at Harrison of a hatchery with a capacity of 20,000,000. Still another hatchery would be arranged for shortly.

Speaking of the Grand Trunk Pacific, Hon. Mr. Prefontaine said: "I will await the arrival here this week or the beginning of next of Mr. Hays and Mr. Stoddart, and if so be that we will proceed to Fort Simpson to inspect that and other ports to see which will be the most favorable for a terminus of the line, and may say that it is the intention of the Grand Trunk Pacific to begin work at both ends of the line from Winnipeg to the Pacific coast at the same time. (Applause.)

"It is the intention of the government, which will have control of the Eastern section, to commence from Winnipeg towards Montreal at the same time as a star is made from Fort Simpson to Winnipeg. Under these circumstances the question is finally settled now, and if the Laurier government ever disappears it will be remembered for all time as having carried out the largest and most important enterprise of the century." (Cheers.)

THE NORTHERN TRIP.
Vancouver, Aug. 17.—Last night Hon. Mr. Prefontaine announced definitely that he would remain between Victoria and Vancouver until the arrival of Messrs. Hays and Wainwright to accompany them to Fort Simpson to make a final selection of a site for the terminus of the Grand Trunk Pacific. At noon to-day there is some doubt about the matter. He has a wife from Mr. Hays saying they do not know when they will leave. It is possible that a delay has occurred to allow Hon. Mr. Emerson to come west to see Hon. Mr. Hays. Mr. Prefontaine will remain here for them. But if Hon. Mr. Emerson does not come at once Hon. Mr. Prefontaine will go to Fort Simpson to make a final selection of a site for the terminus of the Grand Trunk Pacific. At noon to-day there is some doubt about the matter. He has a wife from Mr. Hays saying they do not know when they will leave. It is possible that a delay has occurred to allow Hon. Mr. Emerson to come west to see Hon. Mr. Hays. Mr. Prefontaine will remain here for them. But if Hon. Mr. Emerson does not come at once Hon. Mr. Prefontaine will go to Fort Simpson to make a final selection of a site for the terminus of the Grand Trunk Pacific.

Twenty Drowned.
British Barque Inverkip Went Down After a Collision.

London, Aug. 14.—The British barque Inverkip, Capt. Jones, from Melbourne for Queenstown, was said to have twenty persons were drowned as the result of a collision off Fastnet rock, Ireland, last night with the British ship Loch Carron, Captain Clark, from the Clyde.

CANADIAN MILITIA.
Central Camp Will Probably Be Located Ten Miles West of