

LAST YEAR IN SALMON TRADE

PACKERS' ASSOCIATION HEAR ANNUAL REPORT

Ten Canneries Against Twelve Last Year—Better Results Expected.

The annual report of the British Columbia Packers' Association, submitted at the annual meeting of the association held in Jersey City, N. J., on August 10th, is just to hand and shows the result of last year's operations. The report states that the Fraser river pack last year was almost a complete failure, that this year 10 canneries are being operated as against 12 last year and that the dividend last year was reduced to 3 1/2 per cent, the balance of the profits being added to working capital. The report also states that salmon stocks are lighter than for years and that prices are likely to be better.

The report, which is dated Vancouver, July 15th, and which is signed by William H. Barker, reads: To the Board of Directors and Shareholders:

Gentlemen.—In accordance with custom established, I submit report of results of the business of the association for 1907.

We operated twelve canneries and one cold storage plant. The run of sockeyes on the Fraser river was almost a failure—the total pack of Fraser river was less than 60,000 cases. Our total pack from all points was 139,800 cases, of which 130,000 were mild cured salmon, and 7,800 were of frozen salmon and halibut, besides a small quantity of cod, herring, sturgeon, etc.

Quite a large part of our canned salmon was of the cheaper variety, the packing of which shows little or no profit; the lower grades of salmon being in demand owing to the short supply of sockeyes.

Boatmen.
Our frozen and fresh fish business having grown beyond the capacity of our plant, we decided to enlarge it. We succeeded in getting a lease from the Canadian Pacific railway of three lots adjoining our plant, and have built an addition, which doubles our capacity and gives us two boilers, two engines and compressors, making a complete up-to-date cold storage plant. We have also added another cold room to our Balmoral cannery on the Skeena river, and installed a five-ton compressor there.

Steamers.
We have built a new hull for the steamer Constance's engine. We had a new boiler, and upon examining the hull, we decided that it would be wise to place the new boiler in the boat. Our new steamer is well suited to our business in every way.

Traps.
Our venture with Messrs. J. H. Todd & Sons in joint operation of traps, proved very satisfactory last year. We have arranged to continue it, and in addition, we operate jointly their Eskimut cannery. So far the traps have done slightly better than last year in catching spring salmon. We trust they will do as well with sockeyes.

Hatcheries.
Our Nimpkish hatchery again turned out its capacity of sockeye fry—about 5,000,000. The natural grounds were also well seeded. While our pack of sockeyes at Alert bay was not very large in 1907, being 4,135 cases, taken in comparison with that of 1902, which was 1,773 cases, and 1903, 1,505 cases, it would look as if the hatchery should get some credit. The hatcheries on streams tributary to the Fraser river turned out quite a large quantity of sockeye fry, about 60,000,000. Everything was favorable for the retention of the parent fish. The natural spawning beds were not well seeded. The hatchery at the river's mouth did better than last year, having turned out some 14,000,000 fry. The two hatcheries on the Skeena also turned out some 12,000,000. Both at Rivers Inlet and the headwaters of the Skeena, the natural spawning grounds were well seeded.

Cold Storage.
As previously stated, we have doubled the capacity of our cold storage plant, and have installed the boiler and engine of the Clevee. Our fresh halibut shipments have increased a little, but not as much as we expected, probably owing to the hard times.

Northern Plants.
The writer has just returned from an inspection trip of the northern plants. All are in excellent shape and have made a fair start. The weather has been very bad; this interferes very much with fishing at Rivers' Inlet. We trust for the balance of the season they will have better weather.

Preparations.
We are operating ten canneries this year, two less than last—seven north and three on the Fraser river. We have prepared for a pack of 150,000 cases, or a little more than we packed last year, when we did not succeed in filling all our cans, carrying over some 45,000 cases.

Stocks.
We had on hand 30th June, 1908, 12,554 cases canned salmon—mostly Fraser river halves. These should soon be disposed of at good prices, a few are being sold from time to time. Stocks are lighter than they have been for years.

Finances.
The balance sheet shows a profit for last season of \$845,977. We have on hand canned salmon valued at \$91,982.91, and have used in preparations for this season's pack, new cold storage, steamer, new machinery, etc. Including amount of inventories of materials, \$517,922.21. Stock of frozen fish in cold storage 27th June, \$23,000 and sundry accounts, \$28,886.42. We owe the banks 30th June, \$74,991.85;

outstanding accounts same date, \$8,817.51.
Your directors thought best to repay a 3 1/2 per cent dividend last year, adding balance of profits earned, to working capital.
I wish to take this opportunity to thank the board of directors for help and assistance given me.

THE C. P. R. STRIKE.

The Saturday Post of Winnipeg of August 8th contains the following article on the strike of the C. P. R. mechanics:

"It would seem that Western Canada has not had enough difficulties to contend with during the past year. Because of this astonishing lack of difficulties, therefore, the C. P. R. and eight thousand of its mechanics have had to go on strike. It promises to tie that whole railway's system up, right in the midst of the season when the greatest wheat crop in the history of the West should be handled.

Much will be said during the next few days concerning the justice of the cause of each party to the dispute. Each party will be blamed by the friends of the other for having caused

the trouble, and this recrimination will rage merely for the purpose of showing the issue. That issue, however, should be so clearly understood by the people of Western Canada that there should be no possibility of such tactics proving successful.

The company during the past year has been preparing, and, indeed, in some measure prosecuting, a campaign against unionism amongst its employees. It has deliberately set out to smash the unions. Taking advantage of the bad times which left all great employers in a position where they believed they could be more independent of their employees, the C. P. R. drove several thousand men out of work in Montreal some months ago, and all over its lines gave notice that a new schedule was to be adopted. Naturally, the men protested and threatened trouble. Finally a board of arbitration was asked for under the Lemieux Act, and this board presented a majority and minority report—the majority report favoring the company and the minority report favoring the men.

Under the Act neither party to the dispute is bound either by law or moral obligation to abide by even a unanimous decision of such a board of arbitration. The men, therefore, quite naturally declined to agree with the majority report—and the company naturally refused to agree with the men. The situation, therefore, immediately before the strike, was exactly the situation that existed immediately before the board of arbitration was called into existence. The men declined to accept the new schedule that the company attempted to force upon them. A strike became inevitable—and consequently a strike we have to-day.

Who is to be blamed for this condition that has so rudely been forced upon the Canadian public—the men who went on strike rather than accept new conditions that were much less favorable to them than were the conditions under which they had worked for years, or the company that insisted on enforcing those new conditions? If the C. P. R. were an ordinary private corporation that owed no duty to the public, that question might be difficult to answer. The C. P. R. being a great franchise-holding corporation, however—a great public utility—the answer to the question is not far to seek.

Every dollar's worth of railway, rolling stock and equipment, land, etc., that the C. P. R. owns to-day it got from the people of Canada. It owes its very existence to the unequal generosity of the Canadian public. These are millions of dollars' worth of property it obtained as a gift of such generous proportions as to astonish the world. There can be little doubt, then, as to the relations that should exist between the company and the public that has so richly endowed it. The C. P. R. is under moral obligations to the people of Canada to do everything within its power to advance the interests of those people. It is under every obligation to protect those people from every loss and convenience over which it exercises a control.

How is the C. P. R. displaying its gratitude to those people to whom it owes so much, at the present moment? It is taking advantage of conditions caused by world-wide misfortune—conditions generally known as hard times—to quarrel with its employees in the hope of snatching monetary advantage at a favorable moment—and in taking advantage of those conditions, it deliberately sacrifices most vital interests of the Canadian people, more particularly the people of the West, by thrusting upon them a railway blockade on the eve of a harvest on the successful and expeditious handling of which the

whole financial and commercial structure of the West depends.
This is the situation as it really stands. It is idle and unreasonable to blame them, for striking at this critical moment. Who could expect them to strike at any other time? Would it be reasonable to suppose that they would postpone the giving of effect of their objections to the new schedule, introduced by the C. P. R., until such time as the rush of the harvest would be over and the succeeding slackness when men would not be particularly wanted would arrive? Surely not. The men are fighting for their bread and butter. They have not sought a quarrel. They are in no sense the aggressors. They merely demand that they be treated as in the past—as they would assuredly be treated now, had not business depression given the company the idea that it could successfully seize a favorable opportunity to smash the unions.

It is to the C. P. R., therefore, that the public must look for relief from railway conditions that will become intolerable in a few weeks if the company does not, before the lapse of that time, reach an agreement with its men. The strike of the mechanical department of the road will soon leave the

Prince Rupert, Aug. 16.—Another big shot on the construction work of the Grand Pacific was fired on Thursday afternoon when four holes drilled to a depth of 33 feet in the solid rock of the big bluff at the wharf were loaded with 150 lbs. of powder and 50 lbs. of dynamite.

It was a grand sight for the on-lookers on the hill above the town as the whole mass rose 150 feet or more into the air, and crashed down on the eastern end of Foley, Welch & Stewart's big shed which is used by the Pacific Coast Steamship Company as a warehouse, tearing off the plankled protection roof and demolishing the south side of the building. Huge rocks flew in every direction, and the big building looked as though it had undergone a siege. A big tree was planted in one of the gables in the roof; while rocks weighing half a ton were hurled clean through the building, smashing partitions, and tearing up the wharf on the opposite side.

The Alaska Pacific Express Company's office which is also in the same building was badly wrecked and considerable damage done to the fixtures. Several bearing piles of the new G. T. P. wharf, which are driven in position, while rocks weighing a ton made landing wood of the capping, and put some bad crimps in the big stringers beneath. The damage will amount to several hundred dollars which will be charged up to Ross & Carlson, who are doing the work.

Alfred Shrubbs has written to the Irish-Canadian president, asking for a meeting with Longboat, but this, of course, will not be granted. Flanagan says that the Indian's trials in Ireland were amazingly fast, and that he will be kept in the amateur fold as long as he has anything to do with him. Shrubbs, failing a match with the Indian, wants to run any three men ten miles in Hamilton.

The fifth regiment concluded its annual drill in camp last night. Number 2 company which held its annual firing practice previous to the break-up at Fort Macaulay had a few mis-fires, which interfered somewhat with the men's scoring, as only a certain amount of time is allowed for each company's practice. It would be unfair, however, to infer from this that the ammunition

was defective specially as the shells have been thoroughly tested. There are many things which might cause a mis-fire, among them defective electrical contact, hurried and improper loading and a number of other things connected with the mechanism of the gun.

It has been reported that there were four mis-fires and as a delay of three minutes after each mis-fire is necessitated as a measure of precaution, a total delay of at least 12 minutes would be entailed.

No. 8 company was more fortunate in this respect, and made fairly good practice and, no doubt, the regiment will have a very good record to present this year.
Last night the regiment broke camp and the men will have a holiday from drill until the parade commences again in October. No. 1 company marched out of barracks at 8 o'clock and joined their companions at Macaulay plains. All three companies then marched through the city to the drill hall preceded by the band.
Colonel Hall and other officers made brief addresses complimenting the men on their conduct and attention to duty during camp and the 5th was dismissed.

The C. G. S. Quadra on Tuesday reported by wireless to the department of marine having successfully landed the acetylene beacon to replace the former 31-day Wigham light on Look-out Island.

SHOT WRECKED BIG WAREHOUSE

SPECTACULAR SIGHT AT PRINCE RUPERT

Huge Rocks Tear Gaping Holes in Building—G. T. P. Wharf Damaged.

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FISHERY COMMISSIONERS.

Vancouver, Aug. 19.—S. T. Bastedo, of Ottawa, and Dr. David Starr Jordan, of California, comprising the international fishery commission, reached the city yesterday. They were accompanied by Dr. B. W. Evermann, an eminent biologist, who is acting in an advisory capacity. The commission has come across the continent and will report upon the many fishery matters in dispute between the United States and Canada.

SHRUBBS IS ANXIOUS TO MEET LONGBOAT

Longboat Announces That He Is the Fastest Thing on Two Legs.

Tom Longboat is a sore Indian. His natural redskin stoicism has largely disappeared since the Olympic Marathon, and he "speaks right out in meeting," and says that he will show the skeptics that he is just what Tom Flanagan claims for him, the fastest thing on two legs. Longboat has been out of training entirely since the big race, but will shortly commence light work in preparation for his fall engagements.

An "enterprising" Hamilton sporting writer cooked up a yellow story about the bitter enmity which had arisen between Flanagan and Longboat. The Indian was given every attention by Flanagan in Ireland, and the hustling Irish-Canadian Athletic Club president did everything in his power to make Longboat win. It is not probable that another man here or anywhere else would have withstood so long the worry of trying to keep the erratic Onondaga at his work. All stories as to an estrangement between Longboat and his manager are pure fakes. The pair were around together yesterday, and this morning the Indian will jog a few miles under Flanagan's supervision at Varsity oval in preparation for the five-mile event at the police games next week.

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SUEZ CANAL RETURNS.

Seventy-two Per Cent. of Vessels Passing Through Annually Are British.

According to the official return just published relating to the Suez canal, the net tonnage for the past year shows an increase of 1,222,000 tons, as compared with that for 1906, and an increase of 1,594,929 tons on the figures for 1905. The reduction of the tariff on January 1st, 1906, from 8 francs 50c. to 7 francs 75c. per ton had not the effect of reducing the gross receipts, which amounted last year to \$4,640,000, as compared with \$4,326,470 in 1906.

The number of vessels which passed through the canal is given below:

British vessels.	2,651
1907-4,267	2,454
1906-3,975	2,333
1905-4,116	2,484

There was an increase of 1,185,807 tons last year, as compared with 1906. In the tonnage of British vessels, which amounted in 1906 to 8,299,931 tons, and to 9,495,868 in 1907. The tonnage of German vessels increased from 2,155,552 tons in 1906 to 2,253,650 tons in 1907. The percentage of British vessels and their net tonnage increased in 1907, being 62.1 and 64.5 respectively, against 58.7 and 61.7 in 1906. The percentage of German vessels and their net tonnage was 14.6 and 15.3 respectively, as compared with 14.8 and 16 in 1906.

Of the 3,254 merchant vessels and vessels in ballast that passed through the canal 2,441 were British, being 75 per cent. of the number, and nearly 78 per cent. of the tonnage; and 311 vessels, or 9.5 per cent, were German vessels, whose tonnage was 10 per cent. of the whole.

STORY ON JAPANESE IMMIGRATION DENIED

Dr. Milne Says Women Do Not Avoid U. S. Laws Here.

In dealing with a divorce case in which two Japanese were principals the Portland Telegram says that Deputy District Attorney Fitzgerald had indicated that he would institute an investigation into the alleged landing of Japanese women in the United States. In part the Telegram stated:

"Deputy Fitzgerald said that to make the investigation alone would be very difficult, as the district attorney's office has no secret service agents or detectives at its disposal. He believes that the assistance of the immigration bureau, with its secret service corps, can easily be enlisted, because, if affairs are as the deputy suspects, the marriages at Victoria are for the express purpose of avoiding the immigration laws, and bringing girls into this country to make slaves of them."
"Girls coming from Japan are met at Victoria by Japanese living in this country. Marriage ensues and the girls are brought across the Canadian line as the wives of the men who have already established their right to enter the United States. What number of these marriages are made by agents of the slave traffic is what the investigation is expected to reveal."

To-day a Times reporter interviewed Dr. G. L. Milne, Dominion Immigration agent, who made the following statement: "The allegations of Deputy At-

orney Fitzgerald, as recorded in the Portland Telegram, are entirely at variance with fact.

"For months past there have been no Japanese arriving at this port and those that formerly came here were members of families. The women now arriving are wives of Japanese living in this province who are required to swear to this fact and also to give a statement of when and where they were married."

"Furthermore the Dominion Immigration regulations absolutely preclude the possibility of any Japanese landing here and afterwards going to the United States. Immigration agents refuse to pass any immigrant landing here first and afterwards wishing to go on to the States. Mr. Fitzgerald's statements are, therefore, absolutely incorrect."

KETCHELL BEAT THOMAS.

San Francisco, Aug. 18.—Before a crowd numbering about 5000 people to-night Stanley Ketchell knocked out Joe Thomas in the second round of what was scheduled for a twenty round bout. The fight was the fourth the two men have met in, Ketchell winning two of the previous engagements while the third resulted in a draw. Ketchell weighed 160 pounds for to-night's battle and Ketchell was a 10 to 4 favorite at the ringside.

Ketchell announced to-night that he will now challenge Burns the world's champion.

BANQUET ENDS BIG CONVENTION

FORESTERS ASSEMBLE AT DRIARD HOTEL

Toasts Honored and Delegates Enjoy Excellent Musical Programme.

(From Wednesday's Daily.)
The Ancient Order of Foresters, Columbia district, brought their thirty-fifth annual convention to a conclusion last night with a banquet at the Driard hotel, at which some 75 members of the local lodge and delegates to the convention were present. Among them were many members of the Companions of the Forest, the women's branch of the order, who for the first time in history of the order, joined the brothers at the board. The head of the table was occupied by Past District Ranger A. Manson, and seated with him were District Secretary F. W. Paton, District Sub-Ranger R. L. Williams, of Nanaimo, District Chief Ranger W. G. Gray, of Vancouver, and District Treasurer J. Trace, of Victoria.

From 9 o'clock till midnight, when the gathering dispersed, the time was fully occupied. Hoy Hemming had prepared the long tables in excellent shape and carried out the decorations in red and white with a beautiful effect. The menu felt nothing to be desired, and when full justice had been done to a long list of toasts were honored, commencing with "The King" and concluding with "Our Host." The complete list is as follows:

The King—Worthy action of a revered mother. It is certain that under your sway, The United British Empire will progress. P. D. R., A. Manson responded.

The Ancient Order of Foresters—Untas Benevolentia et Concordia Our health to thee, where'er we be, Stands in the ring and forestry. Brother Hancock replied.

Columbia District—"Now call we our District Court And let us choose such limbs of noble countenance as you are as good as I am. Brother Banley responded.

Sister Societies—Differing in method; one in principle. Brother Heslop, Court Nicola, responded.

The Press—The men who write with ease, And tell us just what they please. Mr. McDougall responded.

The Ladies—Without an hour's case uncertain Coy and hard to please, Bro'n J. Tagg responded.

The Juveniles—Juveniles are jolly boys, Who like to romp and make a noise; This world to them is full of smiles, And we are all the boys of the juveniles. P. T. J. Trace responded.

Visiting Delegates—"Let us toast every brother, both ancient and young, Who bridle his passion and governs his tongue." Bro. Pearson, Court Pacific, responded.

Our Host with musical honors—"FRIENDLY we part and quickly meet again."

Vocal selections were given by R. B. Robertson, James Melville, C. F. Dawson, F. A. Saunders, John Dobie, each of whom was encored.

Those present were: A. Coopman, S. Wilson, John J. Wilson, S. Churton, C. Pointner, W. A. Hoidal, Thos. Collier, R. Hampton, Mrs. R. Hampton, Mrs. Wm. Jennings, Wm. Jennings, Thomas Heslop, Mrs. J. C. Williams, E. A. Woolcock, J. B. Woolcock, E. W. Adams, James B. Mantion, E. H. Hydes, W. Noble, S. D. Tippett, Mrs. S. D. Tippett, Mrs. Banner, J. P. Nancock, E. E. Tagg, James Tagg, Mrs. Baggley, R. Bernard, Robert W. H. Knight, E. Gowan, Wm. J. Wriglesworth, F. Dawson, J. Humbart McConeh, Norman L. Croghan, Wm. H. Croghan, N. E. Coates, J. H. Mansell, W. G. Sains, J. A. Robb, Thos. Wither, Stephen Button, A. W. Stewart, J. McVie, John Dobbie, Geo. Stephen, F. E. Carlow (organizer), J. D. Pearson, F. P. Watson, H. G. Gray, A. Manson, E. W. Adams, James B. Mantion, E. H. Hydes, J. Trace, L. J. Barclay, Mrs. L. J. Barclay, Miss Grace Baggley, Mrs. E. L. Yarwood, J. Droob, Mrs. J. Droob, S. A. Bantley, Wm. G. Gower, Mrs. E. A. Manson, A. Thomson, R. A. Hurst.

DRAGGED BY HORSE.

Robert Burns Suffers Painful Injuries While Out Driving.

(From Wednesday's Daily.)
R. Burns, of the Victoria Book and Stationery Company, is confined to his bed with severe bruises as the result of a runaway accident last Sunday afternoon.

Mr. and Mrs. Burns had driven out to visit relatives on the Methosin road. After lunch Mr. Burns started out for a drive with his brother-in-law, Mr. Pears. Something went wrong with the harness and the horse, becoming frightened, suddenly bolted. Both men were thrown from the buggy but Mr. Burns' clothing caught in the vehicle, and he was unable to release himself. For nearly three-quarters of a mile he was dragged along until finally his clothing gave way and he fell backward in a faint on the roadside. Mr. Pears, who had been hard in pursuit, summoned help and Mr. Burns was taken home.

Although severely bruised no bones were broken and Mr. Burns is rapidly recovering from his injuries.

R. M. S. Empress of India, which left Hongkong for Victoria on Saturday, has 60 Chinese for this port.

\$1.00

TOMMY BURNS IN THE CHAMPIONSHIP

Twenty Thousand weight Contest Stadium

Sydney, Australia. A Burns the champion again defeated Bill Squires here to-day, knocking the thirteenth round, which was witnessed among them hundred the American battles harbor.

The betting was six Squires when he pitched in the big stadium. Burns was the victor. Harry Nathan, the referee, called an ovation from his appearance. Burns into the ring and the cheers. When he reappeared and appeared he appeared to be heavily trained.

The sun beat down upon the ring and Burns chose the north-west time was called and an ovation from his appearance. Burns into the ring and the cheers. When he reappeared and appeared he appeared to be heavily trained.

Round 1.—Squires followed a hard left another to the head, with two hard blows. Squires drew first, but Burns was the best of the round.

Round 2.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

Round 3.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

Round 4.—Burns drew first, but Burns was the best of the round.

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Round 9.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

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Round 11.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

Round 12.—Burns drew first, but Burns was the best of the round.

Round 13.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

Round 14.—Burns drew first, but Burns was the best of the round.

Round 15.—Squires body frequently, and unmercifully with his best of the fighting although Squires followed with a blow to the

Round 16.—Burns drew first, but Burns was the best of the round.

Round