

Make discovery

Melanerpeslus Se-cooke.

With the Reaches day.

mbia or the West over a period without difficulty

member with in discoveries of

reported by Dr. equally eminent

years later.

are entirely suffi lying between

erest to savants, science must re

duction any inveni- produced in this

ground of the, it would seem

as invention has crewith to aston-

research was re- ments ago to learn

of a mastodon the icy preserva-

ndike creek bed, covers were an-

ance say when it n that while the

mausaurian to have disap-

centuries upon and for a party

to discover in the valley, hemmed

not more than umberia's capital, the melanerpes-

um which until the efforts of the

AS A LIVING, ALLY

ndavors science ery, started out

days ago, estab- headquarters at

ch, at the farther road. They in-

er Mr. H. Wille, scholar of Ger-

n, for many years Ohio, for Mr. C.

use investigations ally to aboriginal

ge Denny, whose on the co-relation

has attracted Mr. E. Wardale

and first ex- Island in the

discovery is not all sheet of water

et, yet so circum- in a spot a

ountain side—ndered at that its

has been defied for centuries, and

rious treasury of other thousand

ndred and of the subterranean

to Mr. Bradley ough his

ing his walk of hope of recover-

the quite literally key to the great

the darkness and at black and for-

waterway. The ook in the moun-

the strange foot- water.

Kruger's Medicine.

British May Soon Require Transvaal to Disband Armed Forces.

Refusal of Present Terms Will Involve Ruin of the Republic.

Polite Reply From Pretoria But Involving Further Delay.

By Associated Press.

London, Sept. 16.—A special despatch from Pretoria says: "The Transvaal reply will be on the following lines: The Transvaal adheres to the seven years' franchise law, but is willing to consider, and if necessary adopt, any suggestions Great Britain may make with regard to the working of the law.

In regard to the other points of Mr. Chamberlain's despatch, the Transvaal holds its ground on the London convention. It is said that the reply is couched in polite terms.

"State Secretary Reitz, in the course of an interview to-day, expressed some doubt as to whether any alteration would be made in the existing franchise law, but he believed a way should be found to establish an arbitration court. As to suzerainty, the least said is soonest mended, remarked the Secretary."

In the forecasts of President Kruger's reply there is undoubtedly a large basis of truth which seems to bring the dispute within measurable distance of war. Last evening the Press Association issued a serious statement to the effect that as soon as the garrison in Natal had been sufficiently strengthened, the Transvaal government would be called upon to accept a new convention, ready to reject which while guaranteeing the integrity of the Transvaal state, provides for the demolition of the forts, and limits the armed force of the republic to a number sufficient to maintain an internal order.

According to the same Association, the conventional British diplomatic agencies be suppressed, and the Judiciary be made independent of the executive.

This statement, which realizes the extreme demands of the Outlanders, must be accepted under reserve at the present stage, but it is not unlikely to be a semi-official hint as to the policy of the government, should President Kruger prove obdurate.

The morning papers' editorials regard the crisis as having reached a most acute phase. The Daily News says: "We refuse to believe that President Kruger is so far from accepting Mr. Chamberlain's moderate demands."

The Daily Chronicle, which appeals again to Mr. Kruger "to accept while it become harder," before England's terms of the present terms will involve the ruin of the state over which President Kruger presides.

The British government have played their first card in the game, and must perform play the third and then the fourth. If Mr. Kruger haggles, the minister conditions in South Africa will grow worse until a catastrophe is reached."

Other papers talk of the imminence of war, and all the despatches from South Africa continue to denounce the military preparations on both sides.

The Pretoria correspondent of the Chronicle says: "The Boers assert that Mr. Conyngham's British diplomatic agent at Pretoria, knew it was their intention to adopt the attitude they have regarding suzerainty, and that he tacitly encouraged them for this, as the documents show. His forty-eight hour demand and the string of blue book memoranda for which he and Sir Alfred Milner are responsible, have produced an official atmosphere in which anything is possible. At the same time Mr. Hoffmeyer and another member of the Cape Afrikaner party have wired urging acceptance of the British demands."

The Pretoria correspondent of the Times, in his forecast of the Transvaal reply, declares that the Boers will lay stress on the seven years' franchise law, though offering to consider British suggestions as to its workings, and for the rest take their stand upon the London convention.

Capetown, Sept. 15.—The high-commissioner, Sir Alfred Milner, has issued a proclamation prescribing severe penalties for inciting the natives of Basutoland and other districts to rebellion.

The Times correspondent adds: "There is nothing to confirm the reports that the Boers will concede to the British demands. On the contrary, it is stated that three thousand men will be despatched to the border immediately after the Transvaal reply is sent. Everything points to the prospect of an early conflict."

Messages from Capetown to-day tend to confirm the pessimistic view of the Times correspondent at Newcastle. The news that a strong force of Boers has been despatched to the Orange River, commanding the Pretoria and Johannesburg roads, has created great indignation at Capetown.

The arrival of the Manchester regiment arrived at Capetown to-day, disembarked, and marched through the streets. The soldiers were wildly cheered, and they were reviewed by Lieutenant-General Sir Frederick Walker, commander of the British troops in South Africa. The battalion re-embarked and proceeded to Natal. These troops form the first instalment of the reinforcements sent from Gibraltar to Capetown.

Messrs. Trethewey & Brittain send us the following abstract from the United States Patent Office Gazette for the week ending September 5, 1899:

To Pacify Filipinos.

President of the Commission Suggests Alternative to Fighting It Out.

Americans Unable to Protect Friendly Tribes From Wrath of Hostiles.

Task Greatly Beyond Expectation But National Honor Demands Completion.

By Associated Press.

St. John's, Nfld., Sept. 15.—A violent hurricane swept this section of Newfoundland last night.

The Allan liner Colman, from Philadelphia, had a rough passage, and the steamer Silvia, from New York, was delayed 24 hours.

Four fishing boats were driven off the St. John's coast, and three men and a woman drowned.

Widespread destruction of fishing premises and gear is reported, and it is estimated that the loss of fish will be a probable loss of life at more distant points.

JOHN MORLEY PROPHECIES EVIL

Two Years Would Bring Repentance for Warring Upon Transvaal.

By Associated Press.

Manchester, Sept. 15.—The Right Hon. John Morley, Liberal member of parliament, while addressing this evening a peace meeting in this city presided over by a son of the late John Bright and friend of peace, was frequently interrupted by cries of "Majuba Hill" and other anti-Boer demonstrations. In returning to the interruptions Mr. Morley said:

"A year or two ago the United States said that it was impossible to get the jaws of the world to open, and what are they doing to-day? They are repenting. They have their yellow press, and we have our yellow press. If I am right, and I am, the great difficulty in obtaining a hearing. He urged an adherence to the five years' franchise proposal, and advised President Kruger to accede to Great Britain's suggestion regarding the conference.

Mr. Leonard Courtney, Unionist member of parliament, recognized the resolution in favor of securing reforms by other means, advocating the remitting of the question of suzerainty to the Privy Council, and the retention of the Union Jack.

GREAT FLOOD IN AUSTRIA.

Bridge Collapses and Carries Nine Men to Death—Widespread Damage by the Waters.

Munich, Sept. 15.—The Danube and the Inn have risen still further, and the persons have been drowned by the capsizing of a boat. Dreg communication to Vienna is impossible.

Vienna, Sept. 15.—The Danube is still rising and is 476 centimeters above its normal level. The water has threatened Vienna, but the railway station and the streets along the banks of the river are the worst affected. A dispatch from the Neue Freie Presse from Gmunden, on the river Traun, Upper Austria, says that an iron bridge over the Traun collapsed this afternoon and 29 men were engaged in strengthening it. Nine were drowned.

A CROSS OF GOLD.

Planted by Priest Forty-five Years Ago, and Just Located by Kootenay Prospector.

Windsor, Sept. 9.—The cross placed by Father de Smet on Sinclair Pass, in 1854, has been the subject of more than one prospector's dream of wealth. The reverend father, after his return to France in the following year, published a book on his travels in Northwest America, a copy of which is in the possession of St. Mary's mission, in East Kootenay. In the volume he tells of finding a ledge of rich mineral and of placing a cross to mark the lead for some fortunate prospector in some distant time, as he prophesied that some day this would be a great mining country.

Numerous expeditions have searched for the lost ledge in the last few years, but none have been successful enough to even find the cross until recently. Last month a party of prospectors, Messrs. Joe Lassard, Dave Smith and Frank Marsjave, went out and after three weeks, amid snow and rain, found the remains of the cross, which had fallen long ago to decay among the rocks at its base. The continued fall of snow made further prospecting impossible and they returned to Windsor, and will return next year with hopes of success.

FRUIT FROST-BITTEN.

New York, Sept. 15.—The unlooked for cold snap and the frost of the last two nights has destroyed the fruit and grain crops of the interior points of Long Island, and the farmers will lose heavily in consequence. The fruit left on the trees is fast turning to rot, and it is now a total loss.

Excited Over British Note.

Pretoria Vexed at Its Terms but the Government Will Accept Them.

Nominations for Commission to Represent Transvaal at Capetown Conference.

By Associated Press.

Pretoria, Sept. 12.—The reading in the volksraad of the reply of the British secretary of state for the colonies to the latest Transvaal note, was greeted with silence, except for some interruptions from Mr. Losen and other ultra conservative members. Its terms, however, have produced considerable excitement here. There is no indication as yet of the views held regarding it in official circles.

The volksraad has instructed the secretary to dismiss Mr. De Jonge, secretary of education, for writing a letter to the newspapers accusing the ministers of the United Dutch church of jingoism, because they wanted more English education in the state schools.

Mr. P. G. W. Robler, the foreign secretary, has gone to Bloemfontein on official business.

Bloemfontein, Sept. 12.—The Daily Friend says it has excellent authority for predicting that the government of the South African Republic will accept the suggested conference at Capetown. The delegates will probably be Oommandant Genl. P. Joubert, vice-president of the Transvaal, Mr. J. M. de Winton, and one of the two non-official members of the Transvaal executive and Mr. Fischer, who has figured prominently in some of the recent negotiations as the special agent of the Orange Free State.

Capetown, Sept. 12.—According to a despatch from Lamberly in Grigulind West—a European has been arrested there on the charge of importing arms and ammunition for the Transvaal. It is supposed that he has been acting in behalf of the Transvaal government.

SHAMROCK OUT AGAIN.

Broken Gaff Repaired and Precautions Taken Against a Similar Accident.

New York, Sept. 15.—The Shamrock had another trial to-day. The Irish racer was taken in tow by the tug James A. Lawrence at 10:30 o'clock, and a few minutes later she had turned back to the main channel. She had through the main channel. She had her jib and stay-sail in steps, and the mainsail was ready to be hoisted. The Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

While the Shamrock was still in the bay channel her crew were ranged along the pier, and the work of hoisting the mainsail was begun. There was apparently more effort than ever before, and it took a great deal longer to get the jaws of the gaff up even to the regions of baby-spread point. The Shamrock crossed the bar with mainsail being slowly drawn out of a goose-wing canopy, and headed for the Sandy Hook light. Under mainsail, stay-sail, jib, jil topsail, club top-sail and spinnaker, the Shamrock crossed the starting line of the race at 11:00 o'clock. She had a fair start, and was in the lead at the end of the race. She was in the lead at the end of the race. She was in the lead at the end of the race.

SEAMEN'S STRIKE.

Steamers Finding It Necessary to Grant the Men's Demands.

South Shields, Sept. 15.—Two steamers have been obliged to meet the demands of the strikers in order to obtain crews. One of these vessels is the new Atlantic liner British Princess, bound for New York, which is making her maiden trip. Mr. Joseph Havelock Wilson, Radical member of parliament for Middlesbrough, said to-day: "We have now got into the thick of the fight, but the agitation must be carried on for three months in order to obtain success."

ORANGE GRAND MASTER.

Clarke Wallace Will Be Entertained by the Brethren at Nanaimo—Water-works By-law.

Nanaimo, Sept. 15.—(Special)—Local Orangemen will welcome Clarke Wallace, M.P., at a luncheon and reception to-morrow evening. The narrow streets of the Orange order will spend Sunday in the city. His visit to Nanaimo is made for the purpose of meeting the Brethren, and has no other significance. The electors of Nanaimo will vote to-morrow on a by-law to raise \$100,000 for the purchase of the plant of the Nanaimo waterworks.

Vancouver, Sept. 15.—In connection with the visit of Mr. Clarke Wallace, the Conservatives will hold a mass meeting here on Monday night. Sir Herbert Dufferin, Dr. Wilson, Mayor Gordon of Vancouver, Mayor Evans of New Westminster, and other prominent Conservatives will speak.

PROMISED HIGHER PAY.

Freight Handlers at Owen Sound Are Therefore at Work Again.

Owen Sound, Sept. 15.—(Special)—The striking freight handlers at the C. P. R. docks returned to work this morning on the terms agreed to at the conference in Vancouver. The men of the C. P. R. receive the advance they asked for at the expiration of 15 days.

RELICS OF ESQUIMAUX.

Valuable Collection Secured in the Fruitless Search For Andree.

Copenhagen, Sept. 12.—Prof. A. G. Nathorst's expedition on the steamer Antarctic, which was spoken of in the Skaw yesterday on her return from her search along the coast of Greenland for the missing aeronaut, Prof. Andree, arrived to-day at Malmo, Sweden. Prof. Nathorst reports that he explored Franz Josef Fjord, on the east coast of Greenland, which is 67 degrees north latitude, where he was stopped by the ice. As already cabled, no trace of Andree was found.

THE EMPERORS' MEETING.

Berlin, Sept. 12.—The report that the Czar is going to Potsdam in the course of a few days, as published in the Lok Anzeiger, is without foundation. Emperor Nicholas will meet Emperor William, however, at a comparatively early date. It is probable that the Czar will visit Berlin in the course of his Prussia on his way to Warsaw.

CORNELIUS VANDERBILT DIED.

The New York Millionaire Passes Away With Only a Few Moments' Warning.

New York, Sept. 12.—Cornelius Vanderbilt, ar, died at 5:15 this morning at his home at fifty-seventh street and Fifth avenue, this city. There were with him at the time of his death his wife, his daughter Gladys, and Reginald, his youngest son. The subjoined authoritative statement was made by Chauncey M. Depew this afternoon:

"Mr. Vanderbilt left Newport for New York yesterday afternoon to attend a meeting of the N. Y. C. and N. Y. and N. Y. and N. H. railroads. He got home about 9 o'clock and retired at 10, feeling well. He fell asleep and slept till between 5 and 6 this morning. He then woke and called Mrs. Vanderbilt to her, and she was very ill. She roused the household and sent for physicians. Mr. Vanderbilt died before the doctors arrived." For the reason that no physicians had been in immediate attendance, Mr. Depew notified the coroner's office.

Mr. Depew said the funeral would probably be Friday. He stated that the directors of all the Vanderbilt railroads would meet on Thursday to take appropriate action on Mr. Vanderbilt's death.

The sudden death of Cornelius Vanderbilt coming before the trading hour, gave an opportunity for some preparatory support prices. As a consequence the markets made upon values were mostly restored to fractions.

ENEZUELAN BOUNDARY.

Paris, Sept. 12.—Hon. Benjamin E. Tracy at to-day's session of the Anglo-Venezuelan boundary arbitration commission devoted the day to a discussion of the treaty of Guayaquil, alleging that the Dutch rights under that treaty were incorrectly stated by counsel for Great Britain.

CODFISH CRAFT CRUSHED.

St. John's, Nfld., Sept. 12.—Another severe storm along the Labrador coast has driven heavy ice floes on the land and crushed several vessels with their crews, aggregating nearly 3,000 quintals of codfish. The crews escaped with their lives, by making their way over the ice, but the vessels were completely destroyed.

BREITEN REBUKED.

Berlin, Sept. 15.—The district judicial council has dismissed with costs the action brought by the Berlin municipality against the chief of police, who was charged with having prevented the erection of an arch in the Friedrichstrasse in memory of the victims of the insurrection of 1848.

Victoria's New Troops.

Advance Party of Royal Artillery Garrison Start From Halifax To-day.

Two Hundred and Fifty of All Ranks Will Follow in Few Weeks.

Line Regiment for This Station May Be Looked For in Late Autumn.

Special to the Colonist.

Halifax, Sept. 15.—The first military train for the Pacific will leave Halifax at 4 o'clock on Saturday. It will have a contingent for Victoria. On their arrival, the Esquimaux fortifications, which have taken years to build, will be formally handed over to the military authorities. Heretofore the fortress and other imperial properties for the defence of Esquimaux station have been in charge of small parties of the Royal Marine Artillery and Engineers.

The advance force will consist of Col. Collard and Col. Blasco, Staff Sergeant Morris and ten others from the commissariat department, ten from the army service corps, ten from the hospital and ambulance corps, and Lieut. Beer, Serjeant Foster and Harrington, and thirty men from the Royal Artillery. They will prepare for the reception of 232 regulars and file of the Royal Artillery and a number of the detachment who are under orders to leave as soon as possible.

Considerable importance is attached to the new garrisoning of the fortifications at Victoria. It was the intention to have the military take possession next spring, but unexpected orders were received by the commander of the forces from the Horse Guards for the immediate departure of the troops from Halifax. Late in autumn a line regiment will arrive from the West Indies for the Pacific. The action of prevailing at present in military circles has created considerable commotion.

LACROSSE INVITATIONS.

Champions of Manitoba Now Consider a Bid From Westminster.

Winnipeg, Sept. 15.—(Special)—The Victoria lacrosse team of this city have received a telegraphic offer from New Westminster people to play a series of games at New Westminster against the team of that city in the championship of the West. The matter is under consideration. The Victorias are the champions of Manitoba.

A SLUMP IN STOCKS.

Notable Drop in London, New York and Montreal.

Montreal, Sept. 15.—The most notable slump in the stock market since the banking troubles of nearly two months ago took place to-day. The cause was the fact that in London and New York, the local market was in sympathy with the Canadian Pacific decline 1 1/4; Montreal Street Railway, 4; Montreal Gas, 2 1/2; Royal Electric, 9 1/