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SHAWNIGAN LAKE IS TO HAVE BIG DAY OF SPORTS

Fine Programme of Boat Races, Swimming and Other Contests Arranged for July 20

There will be a big celebration at Shawnigan Lake on July 20, when a programme of sports will be put on, including rowing, swimming, diving, log twirling, foot races and a tug of war for whites, blacks, yellows and reds. The evening will wind up with a dance. The committee in charge of the arrangements intends to offer the James Bay champion double crew medals to compete there.

Handsome prizes will be offered in the various event and a great day of sport is looked forward to. An orchestra will be in attendance all day. The scenery of Shawnigan Lake is of continental renown and the opportunity afforded on this occasion to take in the sights along with the lengthy programme of amusement to be provided will likely attract a big crowd to the beautiful pleasure resort.

NAVAL OFFICER LOST IN AUSTRALIAN BUSH

Trying Experience of Member of Gov.-General's Party in Northern Australia

The story of a rather unusual adventure was brought by the Moana, which arrived here yesterday from Australia.

Engineer Commander Silk of H. M. S. Pyramus, accompanying the expedition of the governor-general of Australia to the north was lost in the bush for six days, and was recovered in an exhausted, emaciated condition, when seeking to make his way through the mangrove scrub toward searchlights shown nightly from his warship. His clothing was torn to ribbons, and he could scarcely walk when brought on board the warship.

The Sydney Morning Herald says: "The naval officer's adventures added a sensational turn to the governor-general's expedition to the northern territory. The expedition was hardly one, either in itself or its surroundings, to hold out the prospect of tragical or melodramatic incident. It was not an expedition conducted on the lines of those pioneering adventures of discovery which have in the past given Australian history some of its most stirring stories.

"He wandered away from his party on Sunday in search of something to shoot, and apparently found it, but he lost his way in the endeavor to return and remained adrift in the wilderness from that day until the following Friday afternoon. In those six days he went through all the dismal experiences usually attached to the fate of being lost in the bush, and Engineer Commander Silk will now have at least one good story to tell the rest of his life.

Search parties failed totally to get on the missing man's track. Parties were sent out to scour the mangrove scrub diligently in all directions. Black-trackers set their extraordinary native instincts and training to work. Strong electric lights were flashed from the Pyramus into the mangroves every night, to guide the steps of the missing officer. Guns were fired, and every means of attracting attention tried and exhausted in vain. The man might have been swallowed up by a convulsion of nature for all the trace that could be found of him beyond some apparently doubtful trcks. So far as appears from the information to hand he might have been hopelessly and for ever, or at least until it was too late to do more than discover his remains, had it not been for the fortunate accident of his stumbling on a hut along the course of the Howard river. Then his perils and privations were over, but only at the cost of considerable suffering. In the meanwhile the whole continent had become interested in the search for the missing man, and the daily bulletins of its progress were eagerly scanned from Port Darwin to Perth on the one side and Sydney on the other.

A postoffice will be erected at Maple Creek, Sas., at a cost of about $5,000.

C. P. R. MAY BUILD STEEL PASSENGER CARS

Safety and Durability Chief Advantages Gained By New Style of Coach

Montreal, July 2.—The placing by the Pennsylvania Railroad of an order for two hundred steel passenger cars was the subject of a question put to H. H. Vaughan, assistant to the vice-president of the Canadian Pacific Railway, the inquiry being directed to ascertaining whether any steps are being taken with a similar end in view by the Canadian railways. The answer was that the matter had been engaging the consideration of the Canxadian Pacific management.

"Everything points to the steel passenger car being the car of the future," said Mr. Vaughan. "I do not say that its introduction is an absolute certainty in the near future but everything points that way. Steel may almost be said to be as much the ideal thing for railway purposes as for shipbuilding."

Vaughan's view seems to derive substantial support from recent developments on the part of various American railways. It is a matter of common knowledge among railway engineers that the New York subway, the Philadelphia Rapid Transit Company, the Long Island, the New York Central, and the West Jersey and Sea Shore, have a large number of steel motor cars in use, while experimental steel cars of various kinds have been tried by the Pressed Steel Car Company, the Pullman Company, and the American Car and Foundry Company.

The steel freight car is now in general use in all parts of America—on the Western plains, in the mountain mineral traffic and in the coal fields. Orders are being placed in thousands, and in one or two cases tens of thousands—so satisfactory have the tests proved.

The experience of the Harriman roads, where elaborate comparisons have been made, tell powerfully in favor of the steel car as an economic factor. A record has been prepared showing the cost of repairs in the system as between steel and wooden cars, the period covered being two and a half years. The record shows that the average cost of repairs per month was: Steel, 2.79; wooden, $4.04. These include ballast, box, coal, dump, flat, furniture, gondola or ore, oil and stock cars.

Vaughan remarked that the principal advantage that would be derived from the introduction of the steel passenger car into the general railway service would be durability and safety. "There is no doubt," he remarked "that the steel car would be a good deal safer than the wooden."

"It would. The difference would be about 35 per cent on the present basis of prices. The steel passenger car would cost that much more than the cars whose framework is of the ordinary woods of commerce that are used for the vehicles in use in the general passenger service."

Schmitz' Liberty Restricted

San Francisco, July 5.—Judge Dunne this morning put a stop to the liberty loving Mayor Schmitz when his attorney, Frank Drew, applied for the customary order permitting the convicted mayor to leave the county jail to visit his attorneys and to go to his home for luncheon. Judge Dunne issued the order, but prescribed that Schmitz might leave the jail only to go to his attorneys, that he should not be allowed to go to his home, and that his absence from jail should be limited to three hours. Drew became very angry when Judge Dunne made the order in these terms, and demanded to know why Abe Ruef is allowed to roam about at will and live on the fat of the land. Judge Dunne declined to change his order.

INTRIGUES IN KOREA HAMPER MARQUIS ITO

Sending of Deputation to Hague Conference Brings Matters to a Head

Seoul, July 5.—Marquis Ito, at the palace here, interrogated the emperor regarding the presence at The Hague of a deputation seeking recognition on the claim that Japan has broken its pledge to maintain Korean independence. The emperor denied having any knowledge of the deputation or its action, whereupon Marquis Ito remarked: "It is not necessary to inquire who is responsible for the deputation, as its actions are self-explanatory and the whole world is in possession of the facts." In an iterview with a correspondent of the associated press, Marquis Ito said that the emperor's persistence in such intrigues constitute a hostile action against the Japanese, which must be stopped.

Inquiry shows that general disgust is the main effect among the Japanese here as a result of the conspiracy in sending a Korean deputation to The Hague, the telegraphic disclosure of which interrupted the Korean emperor's profuse assurance to Marquis Ito of his confidence in him and his reform plans, and especially supposed ardent desire for a sincere reorganization of the cabinet.

Marquis Ito is much disappointed, and must now proceed in the face of the emperor's intrigues, which have falsely elated a large section of the upper classes, who are now anticipating a miracle in Korea.

Measures intended to rid the palace of foreign and native mischief makers and adventurers were introduced by the Japanese in the cabinet last Monday, but Marquis Ito, despaired of saving the emperor himself, and the administration is disposed to confine its appeal to the people.

Although Ito's administrative machinery is capable of administering justice to the Korean people, Japan has executively and in the matter of creating a base of operations, and establishing a highway to Manchuria, been strikingly successful in Korea. Marquis Ito declared that it would require 10 years to produce a modern government in Korea, while as to local government he says it will take three years to dispose of the abuses and outrages resulting from the contact of the Koreans with the Japanese. The latter are estimated to be now 100,000 strong in Korea.

DESPERATE PRISONERS

Murderous Attack Made on Turnkey In Chatham Jail

Chatham, Ont., July 5.—Arthur Smith of Knox, Pa., and Edwin Baldwin, of Wainsfield, O, yesterday made a sensational and desperate attempt to break jail in which Turnkey Christopher Somerville nearly lost his life at the hands of the men. Both men were arrested on Tuesday in Tilbury, a few miles west of here, for forgery and the uttering of two forged cheques for small amounts on the Sovereign bank of Tilbury. They were arraigned before Judge Bell here yesterday, when they pleaded guilty and were remanded one week for sentence.

Early in the morning the turnkey was making his rounds, he entered their cell. He laid the heavy lock on the floor while he undid another fastening. One of the miscreants then grasped the lock and with it struck the turnkey a terrible blow on the head, knocking him senseless on the floor.

Governor Davidson, hearing the disturbance, rushed in, assistance soon arrived and the men were easily transferred to safer quarters. The turnkey will recover, while it is certain that the two desperadoes will spend a good portion of their lives in penitentiary for their dastardly attempt.

JAPANESE SCEPTICAL

Tokio, July 5.—The report from Washington attributing the proposed sending of sixteen battleships to the Pacific coast to Admiral Dewey's private plan is generally disbelieved here by those whose knowledge and experience entitle their opinion to some attention. The United States is not known to possess naval bases in the Pacific adequate for such a purpose, and the impression prevails that the sending of so large a squadron where a sufficient rendezvous does not exist would simply mean that the vessels would be an easy prey to torpedo boats and destroyers. Should sixteen battleships be so employed as to disprove this impression, a record-breaking naval feat will have to be accomplished.

Battle in Morocco

Madrid, July 5.—A special despatch from Melilla, the Spanish sea port on the north coast of Morocco, says that a heavy but indecisive engagement between Moroccan rebels and Imperial troops took place yesterday, ending at six o'clock in the evening. It was expected that the fighting would be resumed this morning. Among the killed was the rebel chief Schaldy. The Spanish troops at Melilla have been reinforced so as to meet any emergency.

SOCIALIST ELECTED

Jarrow, Eng., July 5.—Peter Curran, a socialist and trades union officer, was elected yesterday to represent the Jarrow division of Durham in the house of commons, in succession to the late Sir Charles Palmer, the ship-builder, a liberal, who had represented this constituency since 1885.

Mr. Curran had a majority of 768 over Patrick Rose-Innes, Unionist, a lawyer and tariff reformer, his closest competitor. S. L. Hughes, was next, 56 votes behind Mr. Ross-Innes. Alderman John O'Hanlon, Irish Nationalist, received the lowest vote.

NO POSSIBILITY OF RECIPROCAL RELATION

Canada Has Given Up Looking to the United States for a Market

Washington, D. C., July 3.—"Canada has come to the conclusion that it is useless to consider longer, the possibility of establishing reciprocal tariff relations with the United States," said minister of the interior, Frank Oliver, of the Dominion government, when in Washington on his way to the Jamestown exposition. "The Dominion government has always felt that it would be to the mutual advantage of the two countries if more favorable tariff relations could be established," continued Mr. Oliver, "but with the well outlined high tariff policy of the United States, from which the government apparently does not desire to swerve, and the low tariff policy of Canada, there seems to be an insurmountable barrier. If the high tariff party of Canada were in power there might be some concessions made on both sides, but so long as the two governments are so diametrically opposed on the tariff question we deem it futile to make any attempts at reciprocal relations. It has been practically settled for a long time in the minds of the Dominion government that Canada shall no longer look to the United States for a market. Having arrived at this conclusion Canada looked for a desirable market elsewhere and she had no trouble finding them. Now she feels independent and perfectly able to get along without the United States, although I would hardly say that Canada would not, if favorable opportunities arose, refuse to meet this country half way."

"Was there not a feeling in Canada after Secretary Root's visit that the United States would like to establish more friendly relations?" Mr. Oliver was asked.

"No, the people did not look upon Mr. Root's visit in that way," replied the minister. "And there have been no visible evidences which, so far as we could see that indicates a desire upon the part of this country to change the existing tariff conditions."

Speaking of the published report that Sir Wilfrid Laurier contemplated a visit to Washington to confer with the president, Ambassador Bryce and Secretary Root, regarding the Newfoundland fisheries dispute, Mr. Oliver said I can hardly believe there is anything in that report. That is not the policy of Sir Wilfrid to go away from home looking for trouble. He is very much of a quaker in that respect and remains home minding his own business. No, I do not think that Sir Wilfrid purposes coming to Washington to interest himself in that dispute."

Provincial Subsidy.

Toronto, July 5.—The Provincial Treasurer received a cheque from the Dominion government for the half yearly subsidy amounting to $672,000. This is the same amount as last year, so that the increase the province is to receive of about $400,000 is not being allowed on the past half year.

MINING PROGRESS AT COWICHAN LAKE

Provincial Mineralogist Reports on Various Claims and the General Outlook

Mineral development in the vicinity of Cowichan lake is given considerable attention by William Fleet Robertson, provincial mineralogist, in the report of the Minister of Mines for the year ending Dec. 31, 1906, which was issued by the department yesterday. Mr. Robertson made a personal tour of this portion of Victoria mining division, visiting the various claims and taking careful note of all operations. He deals with the progress of work and general outlook, and describes the topography of the country and its transportation facilities, giving clear direction as to how the properties can be most easily reached. The report, in full, follows:

Chemainus Slope.

The claims on the Chemainus slope are situated on a small creek which flows into the south fork of the Chemainus river, and also by a trail from Cowichan lake, which starts from a point a little to the east of the mouth of Cottonwood creek. The former route would, eventually, be that over which any ore from this section would be taken out, and by which any important trail or wagon road would be built; but, for the preliminary development of properties and for prospecting purposes, the trail from Cowichan lake is the one best suited, as, at present, supplies can be transported by wagon and a boat to a point nearer the claims than by the Chemainus trail. I followed the Chemainus trail down some three miles below the junction of the creek mentioned, and found that it ran through finely timbered land, large trees with no undergrowth and little or no fallen timber, with a solid, stony, and gravelly soil, unfit for agriculture, but perfect for a trail, over which a pack train could be driven without any previous preparation; in fact, a line of blazes is the only trail work necessary. I am informed that these conditions prevail all down the Chemainus valley.

Cowichan lake is about 20 miles from Duncan station, on the Esquimalt and Nanaimo Railway, with which it is connected by a very fair wagon road to the east end of the lake. A regular daily stage and a couple of independent stages are run over this road, making the distance in a little over three hours; there are no heavy grades on the road.

The elevation of Cowichan lake is about 550 feet above the sea level; from the east end of the lake to Cottonwood creek, by water, is estimated at almost nine miles. The water of the lake is everywhere deep enough for any steamer, and a landing can be made on the beach at any point. A company logging on the lake has a small tug capable of towing scows or rafts, and, consequently, if so desired, any supplies or horses could be landed at the mouth of Cottonwood creek.

The present Cottonwood trail to the summit follows the main creek up to "Doc's" cabin, at the junction of the east fork, which fork it then follows up to the summit. The summit is about nine miles from the lake, and at an elevation 2,000 feet higher, some 2,600 feet above the sea level.

The claims located by Sherk, Jones and others are nearly a mile north of the summit, and at about 300 feet lower elevation, about 2,300 feet above the sea level. I was given to understand that locations have been made two or three miles further down the creek, and at an altitude of about 1,700 feet. No work has been done on these and I was personally unable to locate them. The Cottonwood creek trail is through magnificently timbered land, with no underbrush or fallen timber, and not a single standing tree has had to be cut to make the present trail, the few small ones that were cut serving merely to blaze the trail. The country traversed is almost entirely covered to a considerable depth by "wash," consisting of slide rock, volcanic in origin, embedded in clay produced from the disintergation of such rocks. More or less clearly defined benches follow the course of present streams. The trail in question has been laid out with very poor judgment; it follows the first bench as far as the junction of the east fork, when it drops to the creek level, or follows the steep hillside bordering thereon, thereby necessitating an amount of side-hill cutting, and crossing in and out of ravines, with many "reverse grades," all of which might have been avoided by keeping to and following up the first bench, above the ravines and side-hills, with no greater distance to travel to the summit.

The country is smooth, with solid footing, no mud holes, and open to a degree scarcely comprehensible to one one accustomed to the Kootenay and is such that no Kootenay prospector would dream of asking for a trail through, for a pack-horse could go anywhere. The difficulty in this section is that there is practically no "horse feed" on the hills, and for the small amount of work going on, it does not pay to bring in hay and grain with horses.

On the Cottonwood creek slope there are few rock exposures and such few as were seen on the higher levels are much altered and shattered igneous rocks, in which I could not see any indicatioon of mineral nor hear of any having been discovered.

On the Chemainus slope, in the cutting made by the creek, were seen sedimentary rocks, shales, silicious limestones, etc., in contact with the igneous rocks mentioned. Near such contact are the mineral locations referred to, which, from the fact that most of the mineral locations of value on the Island are similarly located, gives these claims greater possibilitie than the present meagre development has proved, and renders the locality well worth prospecting.

It was expected that some of the prospectors would be on the properties, but such was not the case, the snow having scarcely left the ground; consequently, having followed the blazed trail to the Sherk cabin, the various claims had to be found by tracing from there, foot trails which had been made by the men when doing the work.

The Cascade is known as one of the Sherk claims, but the location post bears the name of George Lawrence, the date of location being 21st August, 1902. This claim is located about a mile from the summit, and on the Chemainus slope, on a small creek flowing eastward into the south fork of the Chemainus river, and at an altitude of about 2,300 feet. The work has been done in the creek cutting just below a small falls, where the solid formation is exposed in the steep bank. Here there is exposed an igenous dike of considerable, although undetermined, width, which exhibits a number of parallel vertical fissures from one to two feet apart. Along these fissures has been deposited quartz, with some chalcopyrite and bornite, together with a certain amount of magnetic iron oxide, which has been again enriched by a secondary deposit of calcite carrying copper sulphides. The width of these individual stringers is from 2 inches to 4 inches, and they are, apparently, disconnected. The extent of the deposit, as at present exposed, is commercially unimportant. The amount of development work done at this point consists of an open cut about 10 feet wide, and 6 feet into the solid formation, with a height of face of about the same. In the open cut a pit has been sunk, of what depth it is impossible to say, since it has been nearly filled in again by the creek and rock from the face. A few yards farther down the creek a little surface blasting has been done, exposing a small amount of copper mineral. The workings did not disclose any defined strike or dip to the deposit. A sample taken of what might be considered the ore from the claim gave copper, 5.6 per ceent., silver, 0.2 oz. to the ton, and gold a trace. A short distance to the south of the creek some surface stripping and small cuts were seen, apparently on the same claim, which did not, however, promise as well as the creek exposures.

Still farther to the south, and towards the summit, were found the stakes of the Empire mineral claim, located by Jac. Sherk, on the 26th August, 1902, but no development work could be found. Mr. Sherk, however, who was seen later, says some work has been done here.

The stakes of the Hornet mineral claim located by F. H. Lewin and Walter Jones, 27th September, 1905, and also the stakes of the Wasp, were found, but no devolopment work or exposure of mineralized rock could be found.

Mr. Jones, of Crofton, subsequently met with on Cowichan lake says he has a property the Garnet mineral claim, lying to the south of the Cascade, and farther up the hill, upon which he claims to have run a tunnel driven on a considerable deposit of copper sulphides, which he says is "a direct extension of the Cascade lead and assays a little over two per cent. copper (wet), with low gold and silver contents." These workings I was unable to find, or any trace of a trail leading thereto.

While I do not consider that the mineral so far exposed, in the workings I saw, has any commercial value, still, the rock formation is undoubtedly mineral-bearing, and the conditions are favourable for the existence of ore-bodies, and, I think it would be advisable to encourage prospecting in the vicinity. I would, therefore, recommend that an expenditure be made on the trail from Cowichan lake, sufficient to render the trail fit for use with pack-horses.

I would draw attention to the fact that all the land in this district is well within the Esquimalt & Nanaimo Ry., "land grant" to which company the "base metals" (copper and iron) are supposed to belong, and the claims only show nominal values in the precious metals (which belong to the Crown), and that, in my opinion, any permanent trail, or road, should be up the Chemainus valley, the claims lying within a couple of miles of timber limits already sold on that river.

On the morning of May 31st, a canoe was taken from the mouth of Cottonwood creek to the mouth of Sutton creek, a small creek flowing from the west into the Little Cowichan lake—i.e., that portion of Cowichan lake east of the narrows—at its western extremity. Starting at Venier's cabin, a trail was followed up the north slope of the Sutton creek valley, which, gradually climbing the hills separating Sutton creek from the main lake, for a distance of about one and a half miles, reached the cabin of the Sunnyside and Here-it-is mineral claims, at an elevation of about 400 feet above the lake. These claims are owned by Messrs, Douglas, Shelton and Prevost. Considerable work has been done on the claims, but it consists chiefly of small open cuts and strippings and is so scattered as to give no definite idea of the deposit. The most extensive development work is No. 1 Tunnel, elevation 550 feet above the lake, which has been driven in about 35 feet, N. 24 degrees E., gaining thereby a depth at the face of only about 35 feet from the surface. The rock formation is a very much altered and shattered igneous rock, with a high percentage of iron, and containing numerous red garnets along the fissures. Near the portal, the tunnel passed through a somewhat ill-defined body of copper pyrites, pyrrhotite and arsenical pyrites, which seemed to be depositted along and near a black, "slickensided" fissure cutting the tunnel. The inner portion of the tunnel was devoid of mineralisation, having seemingly cut through the ore deposits in the first 10 feet. This tunnel starts on the Sunnyside ground, but in a few feet is into Here-it-is ground. A approximate sample taken of the sorted ore gave, upon assay: Copper, 9 percent. (wet); silver, 0.3 oz., gold, trace. A special sample taken of the pyrrhotite and the arsenical-pyrites assayed: Copper, 5.6 per cent; silver, 0.2 oz.; gold, trace.

Some 40 feet vertical above the tunnel there is an iron capping containing copper and iron sulphides, with iron oxides, on which a little stripping had been done. Scattered over an area several hundred feet wide, there are a number of these exposures of mineral, but on none of them has sufficient work been done to show whether the mineral, which shows on the surface so abundantly, is a "surface flow" or whether it continues with depth. One of the ore exposures occurs near an outcrop of lime, which lies above the workings, but, as far as could be seen, not lying on such contact for any distance. Above the outcrops mentioned was seen a quartz vein of very irregular width, carrying a small amount of copper sulphide. The owners report a similar, though stronger, quartz vein some 250 feet vertical higher up the hill, also carrying some copper.

The Peterson claim is situated on the east side of a small creek, dry in summer, which flows into the extreme western end of Cowichan lake, and is at an elevation of about 300 feet above the lake and half a mile from the mouth of the creek. To reach it from the end of the lake, the old Nitinat waggon road, now almost overgrown, is followed up for about a quarter of a mile, when the trail strikes off to the right, up the hillside. In the face of an overhanging cliff, a narrow seam in the country rock shows a small percentage of copper ore, but not of any quantity. From this showing a tunnel has been driven in to the north east for a distance of 15 feet, along a fissure in the rock; the cost of the work done was estimated at about $100. The shattered character of the rock in the roof of the tunnel and the overhanging cliff renders the workings absolutely dangerous for men to work in; but a prospect of this class does not come under the operation of the "Metalliferous Mines Inspection Act."

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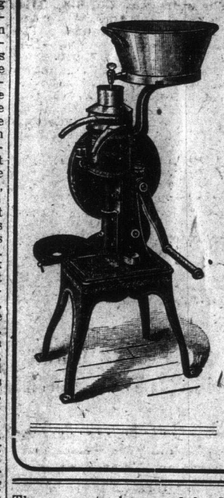

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WINNIPEG

MONTREAL VANCOUVER

The property is owned by Mr. Peterson, of Duncan. No ore could be seen in the tunnel workings, nor in the vicinity, except in the seam already mentioned. The country rock is a highly-altered shale, much shattered and cut by fire-grained igneous dikes. A sample taken from a small pile of ore at the tunnel mouth assayed 1 per cent copper, with traces of gold and silver.

From the shore of Cowichan lake, about 1 1-2 miles east of the mouth of Nixon creek, a trail, four miles long, leads up over the summit of the hills to the south of the lake, on to the slope drained by the Gordon river. Here a large amount of work has been done on a group of claims by a Mr. Paget, an Englishman not now in this country, and whose local representative is not known. Large log buildings, consisting of an office and store house, bunk house, cook house, blacksmith shop, etc., were built, but, as the property has not been worked for some years, these have nearly gone to ruin. The principal workings are at an altitude of 2,650 feet, and consist of an upper tunnel driven N. 7 degree E. into the hillside for about 60 feet, with, near its inner end, a cross-cut to the left of 5 feet and another to the right of 10 feet. As some 50 feet lower elevation another tunnel, nearly in line with the upper tunnel, has been driven in for, it is reported, 60 feet, but, as it was flooded with water dammed back by the fallen material, this could not be verified; this lower tunnel seems to have been in gravel for the greater part of its length, but no ore was visible. The upper tunnel is on a well-defined quartz vein about 6 feet wide, the mineralisation consisting of arsenopyrite, pyrite zinc blende, and a little galena. Very fair gold values are reported to have been obtained in the working of the property, but these values must be "spotty," as samples taken of the most promising looking arsenopyrite on the dump yielded negative results. The quantity of galena is insignificant.

Driven to Suicide

New York, July 5.— Distressed by the noises of the Fourth of July celebration, Mrs. Johanna Evart, a widow hanged herself from a bedpost in her home on Wales Avenue, Jersey City last night.

AUTO CLUB MEMBERS STRONGLY URGE NEW ROAD

Present Road Via Sooke Mountain Claimed to be Dangerous by the Memebrs of the Local Club.

The recent automobile outing to Alberni under the auspices of the Victoria Motor club was voted an unqualified success at the meeting of the club held to discuss the tour. One result of the trip will likely be the construction of the new road round the Saanich inlet to escape the present hard passage over the Sooke mountain. The experience of the club amply demonstrated in the opinion of the members the necessity for the contruction of the new roadway and during the discussion on this point it was stated that the road could be constructed with but little expense, by utilizing the second or third ledge up from the water.

A committee was appointed to into the advisability of making some slight alterations in the by-laws, this committee to report to a subsequent general meeting. The following new members were elected: A. W. Bridgman, Fred Pemberton, L. Elford, Mr. and Mrs. Andrew Gray, T. O. MacKay, J. M. Woods, and R. H. Sperling, the general manager of the B. C. Electric railway in Vancouver.

The next general meeting of the club will be held on Wednesday, the 10th July, in the rooms at the Garesche block.

Severe Prairie Storm

Sedley, Sask., July 5.—A severe wind and rain storm of unusual violence struck Sedley last evening and hail did considerable damage to the crops. A newly built granary belonging to Dunn & Pain was blown to pieces, and a new wagon box carried over the fence and smashed on an adjoining farm. At a ladies' aid meeting at Mrs. A. Ferguson's all the buggies belonging to the visiting ladies were swept away and landed in Wascana creek. Several of them were damaged, that of Mrs. and Miss Sledes being so badly broken as to be useless.