Has a Great Log Raft Scheme

Capt. Robertson Is Planning to Make Huge Shipments of Island Timber.

Export Tax the Only Obstacle in the Way of the Enterprise.

Captain H. R. Robertson, of ocean raft fame, is on a visit to Victoria and staying at the Driard. His object ostensibly is change of air and scene, and the desire to renew old acquaintances of eight years ago. A Colonist reporter yesterday found him courteous but cryptic, but in the course of a pleasant encounter endeavored by negative and inverse methods to arrive at some interesting result; hence it transpired that Captain Robertson will not leave the Island without devoting some attention to the furtherance of his project.

There is, however, a certain tax upon the export of timber which forms a stumbling block in his path, a tax designed, as he imagines, for the protection of the industry in home waters, and distinctly beneficial for the purpose for which it was imposed, but in the unlooked-for event of a great expansion of the timber trade in the direction of the Orient, constituting, in his estimation, a needless, and, he believes, unintentional impediment to business. The tax runs in a graduated manner, from 50 cents for small to $5.50 for long timbers. It is long timber that is required for the rafts. But for the unwelcome discovery of this import tax, there appears to be no doubt, in Capt. Robertson's mind, of the successful establishment of a great industry.

"Were it not for that tax," ejaculated the captain, with a burst of incautious fervor, "I would put on a hundred men right away and we would do ten times more business than all the mills in the country put together; and it would not interfere in the least with the existing trade of the Island.

"Your trade, roughly speaking, is all eastward. Take Shanghai as an example. You send 5 per cent. of the lumber that goes there; the rest is from the States. We propose to take the timber solid and cut it there as may be required.

"The mills might oppose us? Yes; but the reason would be that for the class of long timber we require, we can afford to pay a longer price than they. Lumbermen also? Yes; they are opposed to rafting on general principles, but in both cases their opposition is based upon erroneous premises.

"All the way to the Skeena river the country is covered with big timber. I propose to take it from the north end of this Island. I anticipate no difficulty whatever in transport, although it is a long tow—some forty days or more. The worst weather on the Pacific Coast, at any rate in the northern latitudes, is between Cape Flattery and San Francisco, and this has been successfully negotiated over and over again.

"With such a mass of material to draw upon, it is a thousand pities that from an apparently accidental cause, an industry of such gigantic proportions should remain undeveloped. I say gigantic, for there is practically no limit as regards market in the Orient, and under reasonable conditions the enterprise could be made to pay, even down to firewood."

Captain Robertson will remain in the city for a few days.

FEDERAL FINANCE.

St. John Sun.

When Mr. Fielding make his budget speech next week, or the week after, he will have to admit that the debt of the country is larger by some five millions than it was this time last year. He will show that the expenditure for the current year is six or seven millions greater than that of 1903-04. He will confess that while the imports of the country have increased the exports have fallen off. And it will not be possible for him to conceal the fact that he is taxing the people a little more during the current year than ever they were taxed before.

In the face of this showing the government is starting out on a vast scale of expenditure for a railway which is to be the property of a private corporation. There is to be a large addition to the militia appropriation. Large expenditures are to be made for public buildings at Ottawa. The Intercolonial is costing two millions more than year than it earns, with a fair prospect of a larger deficit next year, and an annual outlay of five or six millions for improvements. All these and other projects and developments imply a greater need of money. This can only be obtained by heavier taxes or greater borrowings, or both.

Mr. Fielding will probably not propose any large increases in taxation this year. He will recommend the appointment of a tariff commission to devise new methods of raising money.

THE MOROCCAN SITUATION.

Moors Fear Unanimity Among the Powers Interested.

Fez, Morocco, June 28.—The course of the Franco-German relations is watched with intense interest here. Unanimity among the powers on the subject of Moroccan reforms is greatly feared by the Moors, who think it possible that Germany may sacrifice Morocco for her interests elsewhere.

Count Von Tattenbach-Askold, head of the German mission, however, has announced in the name of Emperor William that Germany will guarantee Moorish integrity and independence and that she has no intention of abandoning the Sultan.

Berlin, June 28.—The Moroccan question has entered on a quiescent phase, so far as Berlin is concerned. The foreign office feels that the acute stage of the controversy with France has passed, and contemplates calmly further developments.

JAPAN IS WILLING.

Agreeable to Meeting of Conference Early in August.

Washington, June 28.—Japan has expressed her willingness for the Washington conference to convene early in August, but it is impossible for her mission to sail until Russia officially names her plenipotentiaries and agrees upon the number of them. It is this for which the President is waiting.

BRITISH COLUMBIA MINING MAN WEDS

Marriage in East Yesterday the Happy Ending of Pretty Romance.

Special Despatch to The Colonist.

South Beach, Conn., June 28.—A pretty romance involving the use of a code and the deep sea cables with ends in British Columbia, Australia and Europe, culminated to-day in the wedding of Miss Daisy Bladworth and Paul Sidney Couldrey. The bride is the daughter of George H. Bladworth, of New York, and the bridegroom is the junior member of the Liverpool firm of Alexander Hill, Stewart & Co., which owns gold mines in British Columbia and Australia.

Miss Bladworth and Mr. Couldrey first met aboard the Cunarder Umbria in May, 1904. Miss Bladworth went to Europe to study for concert singing. Mr. Couldrey is a graduate of Oxford and when he met Miss Bladworth was returning from Rossland, B. C., where he had charge of the Le Roi gold mine.

Before the couple parted it was arranged that they should meet and return to America together. Miss Bladworth was in Europe three months and did not see Mr. Couldrey until she boarded the Lucania last September on her homeward trip.

He Had Proposed Several Times

but to no purpose. Miss Bladworth and her father went to Chicago last fall to visit friends and Mr. Couldrey happened to spend about two weeks there at the same time. He went back to British Columbia with a secret cable and telegraphic code that he and Miss Bladworth had agreed upon. Then it was that the cables and telegraph came in for their part in the courtship. It became necessary for Mr. Couldrey to hasten to Australia last winter. He informed Miss Bladworth of the fact by wire and also sent a pleading request for an affirmative answer to his oft put question. It came by cable. Thereupon Mr. Couldrey set forth for Australia happy and contented. A few weeks ago Mr. Couldrey arrived from Liverpool on the Baltic. He immediately came to South Beach to make preparations for the wedding to-day. Mr. and Mrs. Couldrey will probably live in British Columbia.

A NEW MINERAL.

Strange Composition Reported to Have Been Found in Lillooet.

A Kootenay exchange publishes the following, under the caption "A New Mineral":

An unusual mineral has been found in Lillooet, the discovery having taken place during the process of cleaning up on the dredge of the Iowa company which is operating on the upper reaches of the Fraser river. A quantity of heavy sand, having a grayish color and metallic lustre, was found, and Dr. Heffman, of the Federal Geological Survey Department, to whom a sample was forwarded, reports that it is made up of iron-nickel alloy, 47 parts: platinum, 43, and other minerals, 10. The "other minerals" comprised iridosmine, native gold, magnetic oxide of iron, titabic iron quartz and garnets. The iron-nickel alloy is strongly magnetic, and on analysis gave over 75 per cent. of nickel.

There are only two instances known where a mineral of similar composition has been found, at Awatua Bay, N. Z., where it is found associated with gold, platinum, tin, chrome-iron ore, etc., and on the Elvo, in Piedmont, Italy, where it is also associated with gold and other minerals. Dr. Hoffman graciously proposes that this new mineral shall be known as "Souesite," after F. Soues, of Clinton, who is one of the oldest gold commissioners in the province.

·DR·
PRICE'S
CREAM
BAKING
POWDER
Greatest Aid to Cookery
With least labor and trouble it makes hot-breads, biscuit and cake of finest flavor, light, sweet, appetizing and assuredly digestible and wholesome.
PRICE BAKING POWDER CO., CHICAGO.

Impressions of a C.P.R. Official

A. R. Creelman, K. C. Tells of His Recent Visit to Vancouver Island.

Makes Reference to the E. & N. Deal and the Big Tourist Hotel.

The Montreal Star in its issue of June 20th, had the following: Mr. A. R. Creelman, the general solicitor of the C. P. R., returned from the West Saturday afternoon, delighted with all that he saw while en route. Mr. Creelman's time was pretty well occupied, as he was only absent from the city about three weeks, during which time he completed arrangements for the transfer of the Esquimalt & Nanaimo railway to the C.P.R.

This is a railway which starts at the city of Victoria, and runs through a very valuable section of the island of Vancouver, the resources of which, mineral and otherwise, were such as to induce the great trancontinental railway to take over the line in question.

"As far as I could judge," said Mr. Creelman, "the whole province is delighted to think that the C.P.R. has extended its interests still further on the island of Vancouver. When I reached Victoria, there were still some difficulties connected with the transfer of the line, but I think I have now provided for all these."

Mr. Creelman pointed out that the line was only seventy-eight miles long, but he indicated at the same time that what it lacked in length was amply compensated for by the value of the territory which it is designed to serve.

From Victoria, he said, it extended to Wellington and Nanaimo, traversing between these points a fairly well settled farming district, for most of the distance, and tapping, at the northern end, the coal districts of Ladysmith and Nanaimo. It also reaches Mount Sicker copper region and several other districts where there are evidences of rich mines.

While the resources along the line of the railway are as yet comparatively undeveloped, there is a good supply of timber along the route and sawmills located here and there in the neighborhood of the railway. It is on this account, as a guarantee that the resources of the island will be fully developed in the next four years, that the people of British Columbia hail the advent of the C.P.R. to the island.

Mr. Creelman said that on the trip out he went right through to Victoria without stopping, and stayed there until he had completed the transaction of the Esquimalt & Nanaimo railway. "The people of Victoria," he added, "look to a great expansion in their city through the building of the company's big hotel at that point, and the company's operation of the Esquimalt & Nanaimo railway and the administration of the lands."

Speaking of the progress being made upon the hotel at Victoria, which had, he said, an irreprochable site at the head of the harbor and in full view of the stately parliamentary buildings, Mr. Creelman observed that the foundation had already been laid and the first storey was now going up. Six storeys of the hotel will be devoted to guests' rooms, accommodation being arranged at present for over two hundred persons. All the rooms will have bath rooms adjoining. Ample provision has been made for rapidly emptying the hotel in case of panic from fire or other causes as all the corridors lead to fire escapes. Crowning the building will be a handsome tower, beneath which there will be arranged an observatory from which a splendid view of the district surrounding may be obtained. Altogether Mr. Creelman is of the opinion that the new hotel will form a not unworthy addition to the long list belonging to the company, now stretching from the Atlantic to the Pacific.

"When I reached Victoria in May," said Mr. Creelman, "the roses were in full bloom and had been for some weeks. The climate was almost tropical. And Victoria is one of the most delightful cities in Canada in which to live."

Fish Poachers Are Warned

Capt. Newcomb of D. G. S. Kestrel Says They Know When to Dodge His Vessel.

Anna Arrives for Lumber—Excursions to Vancouver—Minnesota's Mishap.

(From Thursday's Daily.)

D. G. S. Kestrel has returned from another trip to the fishing grounds of Hecate straits in search of poachers, and she reports that United States fishermen are constantly advised regarding the movements of the vessel. Telegrams are sent to Seattle, whence news is sent north. It is written that no foreign fishing vessel may operate within the three-mile limit, if it is found out, and the Kestrel developed a habit of dropping into Hecate straits before the Yankee sailing vessels could get well clear of the danger zone, says the Vancouver World. While they were never captured, the hearts of the skippers must have been in their mouths on several occasions, and something had to be done to prevent the captains from becoming nervous wrecks. The trouble was that even if they did not want to poach they would often be forced to run inside the harbors for shelter from storms or to avoid the dangers of a strong tide in a calm.

With the Yankees, to see a necessity is to meet it, and Captain Newcomb, reports that the sailing vessels have all left Hecate Straits and have gone to the west coast, their places being taken by two steamers and three gasoline vessels, independent of wind and tide, and much better able to get out of the way than a sailer. It may be placed to the credit of the Kestrel, also, that she has caused a new style of steamer to be built. The three gasoline launches are about 20 or 25 ton boats and the propelling of such large craft by gasoline is a new departure, brought about by the exigencies the Kestrel has made.

While Capt. Newcomb states that he has little doubt that the Yankees dash into British Columbia waters and poach a good cargo once in a while, he says they do not now make a practice of it, the various white fishermen and Indians up the coast having no reports to make about them. A feature of the new order of things is the establishment of an intelligence department by which the Yankees know the hour at which the Kestrel leaves this port for the north. Word is sent up from Seattle to the foreign fleet in Hecate straits and arrives before the steamer. Captain Newcomb learned of this from a Yankee shipper, who, laughingly, told him exactly when he sailed for the banks.

THE TACOMA'S VOYAGE.

Judge Says Crew Who Are Libeling Steamer Were Shipped by Deceit.

In the trial of the action brought against the Northwestern Commercial Company, owners of the steamer Tacoma, seized by Japanese warships, in which the libellants ask damages for having been shipped on false pretences on board the blockade-runner, Judge Hanford of Seattle has commented upon the many unusual features of the case and said that the allegations clearly set out that deceit was practiced in securing the crew and that fraud in changing the destination of the vessel was a principal element of the suit for damages.

The attorneys for the libellants have searched every library in Seattle and have employed the assistant librarian of congress to look through the books on the subject in that library for cases bearing upon the particular question involved in the suit, but as yet have been unable to find a decision upon the points considered essential.

MINNESOTA'S ACCIDENT.

Big Liner Goes Into Nagasaki Drydock With Cracked Sternpost.

News has been received from Nagasaki that the big Hill liner Minnesota has put into the Japanese port with her stern post cracked. The steamer has been obliged to go into the big dock of the Kawasaki Shipbuilding Co., recently completed, and the necessary repairs will occupy ten days. On the completion of repairs the steamer will continue her voyage to Puget Sound. It had been intended that the Chinese crew for the new steamer Dakota would be brought by the steamer Minnesota, but, in consequence of the delay, it is probable that the Chinese will be brought on one of the Empress steamers and landed here that the Dakota may call and ship them at this port on her first outward voyage. The Dakota is now at Seattle discharging 6,000 tons of steel rails for the Alaska Central railway. The crew, which brought the vessel from New York, was discharged yesterday. On her first outward trip, the date for commencement of which has not been set, the steamer will call at Japanese ports only. The steamer differs little from the Minnesota, being 630 feet long and has a displacement of 38,830 tons.

ANNA ARRIVES.

German Ship From Taku Bar to Load Lumber at Chemainus.

German ship Anna, 2,499 tons, largest of eleven vessels of sail and steam of various nationalities with the same name, arrived from Taku forts yesterday morning after a quick passage. The Anna is reported chartered to load cargo at Chemainus.

GOOD ADVERTISING.

Local Agent for Lloyd's Agency Sends Commercial Reports to London.

Lloyd's agent in this city, Capt. J. G. Cox, has commenced sending interesting commercial reports regarding Victoria and vicinity, which are published in the Standard newspaper, of London, Eng. This work is a new one taken up by the great British shipping and insurance agency, and is one which will doubtless be of great benefit to merchants the world over. The agents at different points for Lloyds have all been instructed to submit these reports, and Captain Cox has just forwarded his first report dealing with commerce and general development of local resources. His reports will do much to keep the resources of Vancouver island before the British public.

C. P. R. EXCURSIONS.

Reduced Rates to Vancouver for the Dominion Day Celebration.

The C. P. R. S. S. Co. is advertising excursion rates good on the steamers Princess Beatrice and Princess Victoria, with the privilege also of return by the steamer Charmer, for the Dominion Day celebration at Vancouver. Tickets are being sold for $2 return, good leaving this city at 11 p. m. on Friday night by the steamer Princess Beatrice and returning at 1 p. m. on Sunday by the steamer Princess Victoria. Tickets are also being sold for $2.50 for the round trip, good leaving Victoria on Friday or Saturday mornings at 7:30 a. m. by the steamer Princess Victoria and returning until Monday at 1 p. m. by the same steamer. The privilege of returning by the steamer Charmer, which calls at Vancouver on her homeward way from New Westminster on Saturday night, is also given to excursionists.

BURNING YUKON COAL.

Steamers of Yukon Service Using Fuel From the Northern Mines.

According to Dawson newspapers, the steamers of the Yukon fleet are now using coal taken from the mines at Tantalus. The Yukon World says the steamer Bonanza King arrived at Dawson on June 13th with sixty tons of Tantalus coal, and the steamer was burning coal from the Tantalus mines. The Yukon World says: "Her furnaces were altered last year for tests of the Tantalus coal, and the test proved so satisfactory that a contract was made with Captain Miller, of the Tantalus coal mines, for some four thousand tons of the coal for the use of the White Pass steamers during the present season.

Four other boats on their second trips to Dawson this season will use the coal as fuel. These are the Columbia, Canadian, Victorian and the Casca. The necessary alterations in the fire boxes of the first three named will be made at Whitehorse before starting on their next trip down the river, and they will come in under coal.

This is liable to work a temporary hardship on the wood camp men, but they will probably succeed in obtaining employment in the collieries along the upper Yukon, of which that of Tantalus is not the only one.

NEWS FROM NELSON.

Fruit Growers Jubilant Owing to the Great Demand.

Nelson, June 27.—Small fruit-growers here are jubilant, not only because of the abundance of the crop which is just coming in, but because of the demand, which is much greater than the supply. The Dominion Express Company has put on a special car for fruit twice a week between here and Winnipeg to meet the growing demands of the market. Wholesale dealers here declare that the demand for Kootenay strawberries is so great that they cannot supply one half of the orders. One farmer here, A. B. Shannon, brought in yesterday several crates of well-graded strawberries, running thirty to the pound, whereas the ordinary berry on the market runs about sixty to the pound. The fruit is particularly well colored, and is more than ordinarily sweet. The other small fruits, such as raspberries and cherries, are also promising well. One farmer reports that his cherry trees last year yielded him $20 apiece.

The news of the sale of the Gordenham interests in the War Eagle, Centre Star and St. Eugene mines has relieved the tension in lead mining circles. As long as the St. Eugene, the principal producer of lead, was exporting to European smelters, the local smelter here was likely to go short of ore. Many of the lead mines in the nearer vicinity of Nelson also produce zinc, and they are unwilling to ship until an installation of zinc separators gives an opportunity for the marketing of zinc. Hence the dry ore belt in the Slocan, where many Washington mining men are deeply interested, cannot easily find a market for their ores, principally needed as a flux. But with the St. Eugene in the control of the Trail smelter and of the C. P. R., there is no likelihood of such foreign shipments. Hence the local smelters will be supplied, and hence can give a favorable rate to the Slocan mines.

Monkey Brand Soap removes all stains, rust, dirt or tarnish—but won't wash clothes.

Merchants Tell of Trade Prospects

Indications That Commercially Victoria Is on the Eve of "Good Times."

Collections Good and Demand for Provisions Is Steadily Increasing.

In view of the many important influences of a commercial and industrial nature which are at the moment arresting the careful attention of business men, a Colonist reporter yesterday waited upon the heads of some of the prominent wholesale houses with a view to getting their impressions as to the trade outlook.

Messrs. Pither & Leiser report that the trade of the season has hardly yet opened. Nevertheless, so far the volume of business this year shows a marked improvement upon last. The northern business is opening somewhat later than usual this year, but the prospects are of a distinctly favorable nature. Next month is the month for shipping to the north, but already several considerable shipments to Dawson, Whitehorse and Atlin have gone forward. "There are developments," said they, "pending and imminent on Vancouver island upon which our serious attention is fixed with the hope and intention of securing a proportion of the trade benefits which may shortly accrue; whilst on the mainland the advance of railway construction in upper British Columbia is destined to create potentialities for every enterprising man of business of a very satisfactory and reassuring nature."

B. H. Wilson, of the firm of Wilson Bros., finds that on the whole the position of business is satisfactory and about on a par with last year. The trouble at Nanaimo is to be regretted as detrimental to trade interests, but other influences more than counterbalance this local and temporary hitch. "The lumber industry in East Kootenay is quite a factor in our business," said Mr. Wilson, "and as they are shipping heavily to the Northwest now, practically all the mills are running full time and the demand for goods is naturally created to an extent eminently satisfactory to us.

"As far as this firm is concerned, the great extension of the fishing and canning industry affects us little, but it has its distinct favorable influence on the trade of this city. In the ranching and fruit growing sections of the country the conditions are very much better than they were, owing to recent development of the industry and greater shipping facilities. In the matter of railway extension, though a certain amount of construction is going on, there is not that development that was hoped for earlier in the year.

"With the one exception of Nanaimo, trade all over the country may be described as fairly satisfactory."

Mr. Simon Leiser said with brevity and decision: "Trade this year with us has been distinctly better than last year. The mines in the north of the island, which look to us for supply, are mostly working steadily. The canneries north and on the Fraser river are all operated this year to a larger extent. The West Coast, also, is showing a better front than previously. The prosperity on the mainland and railway extension in upper British Columbia, also, bring in their quota of business. All these influences have led to the desirable condition of business above mentioned, and induce one to predict a season of prosperity beyond what Victoria has known of recent years."

J. H. B. Rickaby, of Messrs. R. P. Rithet & Co., said: "We find business generally considerably ahead of last year in all lines. There are sections of the country in which it is a little dull, but this is fully compensated for elsewhere. The local trade is about normal and satisfactory, our collections are giving every indication of prosperity. The increase in fishing and fruit industries has hardly yet had time to make itself felt, but will tell its tale in its effect upon the future business of the island.

"In the Kootenays, business is good and normal; but in the Similkameen district there is a palpable stir—population is rapidly increasing and demand for provisions follows suit in like volume. The approach of the railway has given an impulse to business all round, and prospects for the future are excellent."

Messrs. J. H. Todd & Sons reported that business has been very fair all through this year. The general feeling is good. There is work going on in all directions and consequently more money being spent in view of the prospect of better times. The business on the mainland is greatly improved, and Cariboo trade especially shows a marked advance. There is quite a bit of exploiting going on there and there is every indication of a good season's trade for the storekeepers. The general feeling is better universally in business and accounts are in better shape, indicating increased prosperity.

Fifteen Hundred Dead and Wounded

Commissioner Issues an Official Report on Casualties at Lodz.

Proposed Mobilization in Poland Will Be Confined to Certain Districts.

Lodz, June 28.—The commission appointed to inquire into the disturbances of Friday, June 23rd, has arrived here and has given out a statement to the effect that the killed number over 500 and the wounded over 1,000.

The commission has severely reprimanded the chief of police for not trying to stop disorders before they reached a serious point. Scattered disturbances continue, but order has been generally restored.

Warsaw, June 28.—The Associated Press learned late to-day that the proposed mobilization in Russian Poland will be confined to certain country districts of the southern provinces of Poland, exemption Warsaw and Lodz, where orders have been given to take in from the reserves the sufficient number of men to make up the regular complements of regiments which have been reduced in strength by sending men to the Far East, thus keeping up the full strength of the regiments on duty in Russian Poland.

The efforts of the socialist agitators to persuade the men here and at Lodz to strike are being severely criticized in the public press and the efforts of socialists on Friday to bring about a general strike here have failed completely. The strike, however, among the coal workers in Southern Poland near the German and Austrian frontiers has again broken out and it is reported here to be serious.

PITIFUL HELPLESSNESS.

Victims of nervous diseases are most to be pitied because their ailment usually terminates in mental or physical helplessness. Paralysis, locomotor ataxia and insanity can only be avoided by building up the nervous system at the first signs of trouble, and there is no preparation so well suited for this purpose as Dr. Chase's Nerve Food, the great nerve restorative.

EVOLUTION OF THE BOYCOTT.

Trades Unions Refuse to March With Volunteers at Aberdeen.

Aberdeen, Wash., June 28.—(Special.)—Labor unions refuse to take part in the Fourth of July parade because the national guard will march. They claim the troops were the instrument to protect the employers during the strikes.

ADA REHAN'S APPENDIX.

Noted American Actress' Illness Diagnosed as Appendicitis.

London, June 28.—Miss Ada Rehan, the American actress, was taken ill last Monday and physicians diagnosed the case as appendicitis. The Associated Press is informed to-night that Miss Rehan will probably recover without the necessity of an operation.

POOL SELLER ACQUITTED.

Buffalo, June 28.—Wm. Weston, a stockbroker, was to-day acquitted on a charge of conducting a poolroom. Weston, with four others, was indicted on evidence secured by detectives brought from New York by the district attorney. It was alleged that Weston received bets on the running days in his brokerage office in Ellicott square.

DOG SALMON FOR JAPAN.

Two Thousand Tons Sold by Bellingham Firm to Mikado's Government.

Bellingham, Wash., June 28.—(Special.)—A deal was consummated by the West Coast Commerciol Company here for the sale of two thousand tons of salted dog salmon to the Japanese government at Sasebo. The price is $75,000.

WIND BLEW OUT FLAME.

Two Lady Visitors to Portland Fair Meet Untimely End.

Portland, Ore., June 28.—(Special.)—Mrs. R. F. Myers and Mrs. William Jones, of Jefferson, Oregon, were found dead this morning from asphyxiation. It is believed they left the gas burning in the room and the wind blew out the flame. They were visiting the exposition.

WOMEN DISARM CRAZY MAN.

Two Females Take Gun From Frenzied Individual at Hamilton.

Hamilton, Wash., June 28.—(Special).—During a fit of temporary insanity, having become angered with the small children, a man named Wooden attacked the youngsters and followed them into the house of their mother, Mrs. Wooding, and seized a gun and threatened her. Miss Warfield, who was in the house, sprang on the man and then two women disarmed him.

U. S. Warship At Esquimalt

Cruiser Boston of the U. S. Navy Anchored Yesterday to Buoy at Esquimalt

Will Remain Until Sunday—German Cruiser Falke Is Coming Here.

The U. S. S. Boston, a cruiser belonging to Admiral Goodrich's fleet, which has been engaged in firing practice off Port Angeles for some days, arrived at Esquimalt yesterday and will spend several days at the naval harbor.

The Boston will remain at anchor in Esquimalt harbor until Sunday, when she will leave on a visit to Puget Sound points. The other vessels of Admiral Goodrich's squadron—the flagship Chicago, cruiser Marblehead and torpedo destroyer Perry—will leave Port Angeles today for Sitka, on a cruise through Alaskan waters.

The fleet has been staying at Portland, and left the Columbia river port at the close of last week, coming north to Port Angeles, whence the Boston came yesterday to Victoria.

She will be thrown open to visitors during the afternoons while she remains in port.

Another warship expected here shortly is the German cruiser Falke. The Falke is a fourth-class German cruiser, and, like the vessels of Uncle Sam, she is en route to Sitka, after a cruise of Southern and Central American coasts. The Falke, which came into notice during the Samoan war, was built in 1891, and it is five years since she last went into commission. Four years of that time she was stationed on the Atlantic. She has been on the Pacific Coast about twelve months.

She is a vessel of 1,762 tons, and can make about 16 knots. She carries eight 4-inch guns, five 1½-inch, and four Maxims. She is equipped with two torpedo tubes.

Her officers are: Captain Behncke; executive officer, Lieutenant-Commander Bendemann; navigator, Lieut. Gluer; Lieutenants Gleis, Schroder, Assman and Callisen; Surgeon Seiffe, Engineer Marx and Paymaster Lippmann. She carries a crew of 162 men.

The Italian cruiser Umbria has gone to Portland.

"AS OTHERS SEE IT."

Impressions of Victoria From Pen of Recent Winnipeg Visitor.

In the course of a lengthy article appearing in Saturday's issue of the Winnipeg Free Press, descriptive of the impressions formed by J. M. Boyd during a trip westward, is the following:

Leaving "the Sunset Doorway of the Dominion," Mr. Boyd enjoyed the sail across the straits of Georgia and land amidst the most picturesque surroundings at the island capital—Victoria. The beauty of the spot is too well known to require any talking about; the place is a perfect gem; thousands of visitors come here every year from all parts of the empire and the United States for health and pleasure. Its public parks are unrivalled, with their miniature lakes, stocked with glinting gold fish and with graceful swans gliding over them, and here, too, growing luxuriantly, is found what is not to be found in any other part of Canada—the beautiful golden broom (a delight to Mr. B.'s Scottish eyes). Near by stands a statue of Robbie Burns and Bonnie Jean; the figures are bronze and pedestal granite. This was the first statue of Burns to be erected in Canada, and the bonnie broom makes a perfect setting for it.

The parliament buildings are justly far famed for their architectural beauty; they stand majestically in well-tended and spacious grounds.

The old, rickety bridge which once spanned the upper corner of James Bay has "passed," as has also the unsightly and pestilential mud flat. These are replaced by a retaining wall of solid masonry, with landing stairs, etc., etc., a la the Thames embankment. Back of this on the reclaimed area, the C. P. R. is building a hotel, which will cost a million dollars, and which will add still further to the picturesque and will link harmoniously the elegant buildings on James Bay. This work has proved a boon to the building trades as the outlook in that direction was not very promising.

The same desire for farm properties, by farmers of our own western provinces, is in evidence here as in Vancouver.

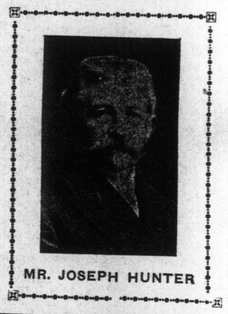
His Career a Very Active One

Sketch Showing Life Work of Joseph Hunter, Now Leaving E. & N.

Prominently Indentified With Many Leading Engineering Enterprises.

Amplifying the announcement made in the Colonist yesterday morning to the effect that on July 1 Mr. Joseph Hunter retires from the active management of the E. & N. railway, it is to be mentioned that that gentleman has been in the public eye in connection with railway work and otherwise since confederation. He is one of those pushing, energetic, capable Scotsmen who make their mark no matter where their lot may be cast.

A native of Aberdeenshire, he came to British Columbia 41 years ago and followed mining in Cariboo during the first eight years of strenuous life in



MR. JOSEPH HUNTER

the province. Along with Mr. Justice Walkem and the late C. Booth, after fighting the battle of responsible government, he was returned as the second of the three members from the Cariboo district to the first provincial parliament of British Columbia.

His parliamentary experience extended over sixteen years, and he was recognized in the assembly as a forcible speaker and strong debater. For many years he was chairman of supply and deputy speaker, his thorough knowledge of parliamentary procedure fully entitling him to that honorable position.

In 1872 he joined the engineering staff of the Canadian Pacific railway, soon becoming divisional engineer, and for ten years was engaged in engineering and exploration in connection with that road in every part of the province.

In 1876, on the recommendation of Sir Sandford Fleming, he was selected by the Dominion government to define the international boundary line on the Stikine river between the Dominion of Canada and the United States territory of Alaska. This important work, involving as it did the interpretation of the convention of 1825, was performed by Mr. Hunter in a highly able and satisfactory manner. Copies of his plan and report were deposited in the archives at Ottawa, Washington and Downing Street, and the "Hunter Survey" was frequently referred to by the tribunal which recently gave finality to this international question. Mr. Hunter's report was also the subject of criticism and review before the same distinguished tribunal by whom the boundary which he established was accepted, a circumstance greatly redounding to Mr. Hunter's credit.

In 1887 he explored and reported on the Pine River pass as a railway route through the Rocky mountains.

In 1888, under the instructions of the late Hon. Robert Dunsmuir, Mr. Huntre commenced the location of the E. & N. railway, which was constructed under his supervision. On its completion he organized the operating and traffic departments, and for 25 years as general superintendent and chief engineer has been responsible for the management of the road and all connecting interests.

Latterly he has held the positions of director and vice-president of the company. During a short leave of absence, in conjunction with Mr. H. P. Bell, he designed the Quesnel dam, which was afterwards built under Mr. Hunter's supervision, and still remains, a proof of his skill as an engineer.

It is hoped that the subject of this sketch will now be able to interest himself in some of the many large problems of engineering and general progress which in the near future are sure to be presented for solution in this great and expansive province.

WHEN A SORE WON'T HEAL.

Because of its power to heal raw, flaming flesh, to allay the inflammation and stop the dreadful itching, Dr. Chase's Ointment has a world-wide reputation. If you have become discouraged by the failure of other treatments put Dr. Chase's Ointment to the test. Like thousands of others you will be surprised and delighted with the results.

ONE MILLION FOR YALE.

Goodly Sum of "Tainted Money" Donated to the University.

New Haven, Conn., June 28.—At the Yale alumni meeting this afternoon, President Hadly announced that John D. Rockefeller had promised a gift of $1,000,000 to Yale, and that certain graduates of the university had pledged another million.

EXPLOSION KILLS NINE MEN.

Dynamite Causes Death of Workers in Powder Mills.

Emporium, Pa., June 28.—Nine men were killed and from 12 to 15 others were injured by an explosion of dynamite to-day at the plant of the Emporium Powder Company, near here.

Mrs. Sutherland
St. Andrews, Man.

Was Stricken With Paralysis and Left Helpless for Months—Dr. Chase's Nerve Food.

Mrs. W. R. Sutherland, St. Andrew's, Man., writes: "In February, 1903, I was stricken with paralysis, fell helplessly on the floor and had to be carried to bed. The doctor pronounced it a bad case, as I had no power in my tongue and left leg. I remained in that condition for six months without obtaining benefit from the doctor's prescriptions or other medicines.

"My husband advised me to try Dr. Chase's Nerve Food, and by the use of this treatment all symptoms of the disease disappeared. I can now talk plainly, my leg is all right and I can do my housework. How grateful I am to be cured by so wonderful a remedy."

You cannot afford to delay the use of this great nerve restorative, for every dose is bound to be of benefit to you.

Dr. Chase's Nerve Food, 50 cents a box, six boxes for $2.50, at all dealers, or Edmanson, Bates & Co., Toronto.