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t efficacy.

natural and a second

to Toronto parties for \$25 ated near Rossiand considerable development The company's debts, am-\$6,000, were paid to-day. of the sum mentioned will eveloping the property. Campbell, of this city, to-day two-third interest in the ston mine, in Eureka camp. The other third is owner of Spokane, who will mine adjoins the Republic ed by Patrick Clark. group of gold mines rt Steele, has chang-McKay and John M bond on the property go, and they yesterday erest to Francis Mcting a syndicate of St. for \$10,000, which is f the entire group nd General Warren also eighth interest each in the he terms of the purchase re money be paid by July 1. D. Lancaster left for For a certificate of deposit for

THE THE PARTY OF T

vill pay over on his arrival. MURDERER LYNCHED. for Troops Was Not Answered

unt of the purchase money,

Soon Enough. Miss., June 26.-A negro ohn Moses, who killed a farmer ohn Strong near Crystal Springs, few days ago, and who was ar sterday and confined in jail, was by a mob there at 9:50 o'clock ng. The negro has been guard-00 armed men since yesterday, calls for troops from this place but owing to the absence of McLaurin and the fact that it ssible to establish communicah Lleutenant-Governor Jones, his home in Woodville, troops start for the scene until this when moving orders were re-The troops received orders to hey were boarding the train. confessed to the murder this and shortly afterwards was ered by a mob of 300 men, most-Moses was taken from the wich a rope around his neck, gged through the streets to a tree railway and hanged. The mot d up the negro preacher, who n that the murderer spent the which Strong was killed at his and he knew Moses was not the erson, and gave him an unmerc

pping for false swearing. SIGN OF GOOD TIMES.

to June 26.—The Canadian Railway has ordered a thousand cars. This is made necessary by creased freight business. Trunk is in the same situation. ious points freight sufficient to e hundred cars is awaiting ship ind cannot be moved for lack of

HOW BRITANNIA RULES THE WAVES

The Stupendous Aggregation of War-ships at the Grand Naval Review Off Spithead.

Britain's Strong Arm Is Bared to the Astonished Gaze of Envious Eyes.

An Unprecedented Scene of Magnificence and Splendor-The Ships in Line.

Ryde, Isle of Wright, June 26.-10 a. m.-London witnessed a sumptuous outpouring of loyalty and love of a proud people of their sovereign; an exhibition of national growth and domination in the or national growth and potentates which graced the Queen's triumph. All of it put together, however, furnished no such a living picture of the might of Britain-might that made right over and over again-as was afforded this morning by the great naval display in these waters. Nor has there been any thing this week that has gone before to bring home so vividly the material changes during the Queen's long reign. When Victoria ascended the throne "Walls of England" were wooden. There were no steel battleships, no iron ruisers, no tripple engines, no steam used in war vessels, no search lights, no ity in the service man, no great ick-firing guns, no torpedoes. The and were no more brilliant than s oil could be; guns were still fired h a slow match; three decker was the model of all that was worthy of aval architecture, and tonnage was eckoned within such modest limits that ssel of more than 2,000 tons was ked upon as a great wonder.

Never before, therefore, had a soverign seen such changes in the bulwarks empire as has fallen to the lot of Victoria at Spithead this morn There was assembled the latest phs of industrial resource under ria, triumphs of the workers in iron steel and metals, triumphs of invens, triumphs of chemists and the giants laboratory, triumphs of the ship der, the engineer and the artisanamphs of the genius of a great na-

This may be demonstrated better by In 1837 the total number of ps in commission was 196, omitting paddle tugs, not then considered of war, and other small crafts, s cutters, receiving ships' yachts acket brigs. The navy list com-129 ships, whereof the largest had lacement of 4,000 tons.

list this year, including ships in out of commission, but on the list. prises 439 vessels, mounting 2,953, with a tonnage of 1,463,219, and of a horse power of 1,887,595. This rowth is synchronized with the change om wooden walls to armor proof; from eam; from the armaments of many guns to a few guns of tremendous power; he concentration since 1837 of a broadof sixty guns into one monster

ece of ordnance. The total array of armed vessels was of five miles each. Fourteen forwarships formed the sixth line. aggregate of British tonnage was 600,000.

The fleet was drawn up in seven lines the south of the Solent, the headlines ng off Brading, then stretching west to Cowes. The outer line of al. ither side of Steer Bridge shoal known as "E." line, was composed fourteen special merchant vessels of the American liner New York

xt, in "A." line, were the foreign of-war. Those were: United States merica-First class armored cruiser klyn; France, first class cruiser Austria-Hungary, ironclad Italy, Battleship Lepanto; Russia, Russia; Germany, first class Konig Wilhelm, Spain was nted by the Vizcaya; the Netherthe Evertsen; Denmark by the nd: Sweeden by the Gotha; Por the battleship Vasco Digama the cruiser Maha Charkri; Nor the Brithjof.

C. F. G," lines consisted en British men-of-war from the and Renown, the latest types eships, down to the smallest tor

and "C." lines were made up exvely of battleships and cruisers of first and second class; "D." of thirdass cruisers, gun vessels and torpedo on boats; "F." of destroyers, gunboats sailing training brigs, wmle "G." was torpedo boats. All lines except were approximately five miles in

to things are noted after a tour o tremendous aggregation of sea The first is the fact that if be, their number and fighting value duplicated, as this fleet was only hannel Squadron and Coast De · Fleet, slightly augmented by new arger ships.

most noteworthy fact was the re the testimony to the growth and ement of the fleet. Of the twentytleships reviewed by the Prince ies this afternoon, four only took the Jubilee display ten years while of the forty-three cruisers ed in Solent, not one existed in redless to say the thirty torpedo stroyers are of a class which has Further, the battleships built be-1887 were armed with muzzle-loadguns, which, though extremely ful and marvels in their day, have ntirely outclassed by the breech-and wire-guns. Then, too, the uilt vessels are armored by Hard steel, which can searcely be penein actual warfare, whereas the any of the ships of the Majestic

nine were presented first, these being of able skip and a magnificent display rethe Majestic type, the latest and most sulted. powerful model of British battleships, carrying four twelve-inch fifty-ton guns.

Some others were present with heavier armament, notably the Benbow and Sans Pareil, each possessing 110-ton guns. There were four of the Royal Sovereign types. The Renown was the only ore of latitude, and a fleet of training brigs her type, the distinctive feature of which is her huge center battery. The Admiral British ports. class of vessel was represented by the Collingwood, Howe and Benbow. Ships years old, of the Devastation type, with revolving turrets, were also in evidence, westward. as were classes of which the Inflexible, Thunderer and San Pareil are specimens. there were 35 of the old torpedo boats. The ships had full complements of crews. The naval craft present flew about 200 pennants, a number which, but for the have been lost in the crush. Attending were steamers and yachts, craft of every description, in every possible condition, from the great Atlantic and Australian liners, cross channel packets, Nerway excursion steamers, Mediterranean cruisers, old paddle-boats, dirty tugs and smart yachts, dainty electric launches and fishermen's dingies, venturesome carices and many rowboats, filled with wharf rats.

The decorations of this shipping hotchrotch were as variegated as the craft adorned. Stately liners were ned with a near approach to what is possible in ships, and a long string of flags from stem to taffrail showed up very effectively against the morning sky. Smart yachts are daintily beflagged, but this could not be said for the rest.

It was therefore a great relief to the eye when at eight o'clock, on a signal from the Renown, Admiral Sir Nowell Salmon's flagship, there broke out on every war vessel perfect eruptions of color. Each ship spread every stitch of bunting it possessed, streamers from every spar and rainbows over all. Flags, mairly signals in international and naval codes and their multiform colors, added very perceptibly to the ensemble, which was as striking as it was theatri-

Portsmouth, June 26 .- After a threatening morning, the weather brightened and a brilliant day for the great naval review is promised. The streets were black with people at an early hour. On all sides could be seen bewildering masses of glittering uniforms, gay multitudes of civilians, military bands and sailors of all ranks and nationalities.

In the gallant array off the coast were by about 45,000 men, aggregating some 600,000 tons, which were to be reviewed Queen, as a final display of the jubilee

celebrations. The Colonial troops arrived at 8 o'clock and were met at the railroad station by a military guard of honor. Then, neaded by military bands, they mandled to the town hall, where the Lord Maror and corporation of Portsmouth, in full robes of office, welcomed the visitors. The soldiers from the Colonies were received with a great popular ovation. Their merch from the station to the town hall. and from the town hall to the point of embarking, was nothing less than a tri-

umphal progress. The American Line steamsnip New wooden walls to armor proof; from york, with a large party of sightseers usion by sails to propulsion by on board, left Southampton at 5 o cock vesterday evening and took up the pos tion assigned her in the line of special merchant vessels, off Ryde. As the American greyhound traversed the lines of British warships, with the Stars and Stripes flying proudly and a fine band manned by 45,000 and moored in playing national airs, each warship dipred her flag, and she was greeted with hearty cheers from the many thousand blue jackets manning the fleet. As the New York passed the German warship Konig Wilhelm, the latter's band

played "Hail, Columbia." London. June 28.—Britain's naval review, the most colossal pageant the world has ever seen, is over. The honorary admiral of the fleet, H. R. H. the Prince of Wales, has concluded on behalf of the sovereign of the realm the review of the ships gathered in her honor The review itself did not add very much to the picture framed for the spectators, saving always the battle-like roar of the guns, which was enough to waken the dead beneath the sea, when the salute of 21 guns was fired. During the morning excursion steamers, crowded c the rails, were very busy steaming in nd out of the lines of ships, resembling othing so much as a lot of huge water spiders. Owing to the wise regulation nade by the admiralty that no vessel was allowed to use other than the best Velch coal, the smoke nuisance proved ess disagreeable than was anticipated.

Cobourg and Gotha, Captain H. R. H. the Duke of York, the Princess of Wales and other royalties, with their suites, arrived at Portsmouth at 1 o'clock. The party immediately proceeded on board he royal yacht, Victoria and Albert, in which 41 years ago Her Majesty spected the fleet, whereupon His Royal lighness' standard was hoisted. After luncheon on board at 2:30 p.m., the Victoria and Albert, with their principal royal greats, left the harbor for Spithead, accompanied by the yachts Irene, Pardo, Carthage and Elfin, an admiralty yacht, and three vessels carrying distinguished foreign visitors. Then came the Enchantress, an admiralty yacht, with Mr. Goschen, first lord of the admiralty, and another admiralty yacht, the Wildfire, with Mr. Chamberlain, secretary of

Admiral H. R. H. the Duke of Saxe-

state for the colonies, accompanied by colonial premiers. It is an open secret that the Prince of Wales was among the hardest workers. Not a single step of importance was taken without his approval, and much of the praiseworthy work done is directly due to his inftiative. Foreign represenintroduced during the past five tatives were greatly impressed by the way in which everything was carried Unqualified and generous approval of the festivities had been bestowed ty the press and people of all nations. The naval review was a fitting termina-

tion of the week's ceremonies.

Each maritime nation sent an admiral in his florship to witness the review.

They formed a line abreast of the British battleships, where they were favor-ally placed to compare their own could easily send projectiles atly placed to compare their own right the armor belts of any of the rayal architecture with that of other nasquadron. Among the battleships, tions. Each nation sent its best ayall-

fleet was the training ships, which comprised three of the early ironclads, a squadron of cruisers which usually winters, with a training crew on board, in the West Indies or in some other warm Hawaiian Treaty. which cruise in the neighborhood of the

The British fleet assembled June 22 and was drawn up in four lines, extendof the Alexandria class, close upon 20 ing from abreast of Portsmouth harbor

Following the precedent of former naval reviews there was free excess to Two types were shown in the cruiser the review ground up to the hour named dass, of which the Powerful and Terrifor the official inspection, when all vesble, two of the fastest British oruisers sels with visitors anchored in their asaffont, were the most interesting, and signed positions and the tour of the fleet was commenced by the Prince of Wales. As usual on such occasions the Trinity yacht Irene, with the Elder Brethren on lward, led the way, the Victoria and Alsize and importance of the vessels, would bert, with the Prince of Wales on board, being accompanied by the royal yachts Osborne and Alberta, the admiralty yacht Enchantress, the Cunard Liner Campania, with the members of the house of lords and house of commons on hourd, and a vessel conveying the foreigh ambassadors and their suires.

The commander-in-chief of this port, Sir Newell Salmon, V.C., K.C.B., transferred his flag from the Victoria to the battle ship Mars, one of the latest additions to the fleet and which has been built and fitted out in two years, a great dvance in rapidity of construction. The battleships Jupiter, Victorious and Recown also made their first appearance in the commissioned fleet.

These four ships, as well as the Majestic and Magnificent, are armed with the new 12-inch wire guns, of which each ship carries four mounted en barbette, two forward and two aft. These guns have a range of about fifteen miles. In addition they carry twelve 6-inch quick firers, eighteen 12 pounder quick firers and 12 3-pounder Hotchkiss, and are fitted with five torpedo discharge tubes. Another important addition to the

fleet was seen in the two cruisers Powerful and Terrible, the former commissiond for the China station, vessels of 25, 000 horse power and a speed of twenty two knots. They include in their armarient two 9.2-inch guns and a number of quick firers and Maxims.

After the review the royal yachts returned to Portsmouth. After dinner kis royal highness and guests came out again to the fleet to witness the illuminations All the warships were illuminated

with "rainbows" of electric lights extending from the stem to the bow, over the mastheads. In addition, the hulls the 4th of March, 1898, but it is specifinearly 200 British war vessels, manned of the vessel present were outlined by electric lights. There was no moon visible, and the ef-

by the Prince of Wales, representing the fect of simultaneously lighting up every ship of the gigantic fleet and switching off was magical. The naval guests include Rear Admiral

G.; Vice Admiral H. R. H. the Doke of Genoa, Rear Admiral Miller, U.S. N., and other distinguished flag officers. International exhibitions have become review of 1897 may be regarded as a deferred. great International Naval Exhibition, from which doubtless the seamen and constructors of the various nations wiff

views of the naval forces of England. ed upon by that body alone." On April 23, 1856, at the close of the ean war, a great review was held Pauncefote so

The fleet carried 3002 guns and was of rel on any other." 30,671 horse power. Admiral Sir George all these wooden vessels, the classes to men. which they belonged no longer exist, the

Achilles, Warrior, Black Prince, Belle-The Prince of Wales, accompanied by rophon and Lord Clyde), under the com- the islands. mand of Sir Thomas Pasley, Bart, K.C.

> jesty the Shah of Persia. spected the fleet at Spithead, and on learned, is as to the meaning of

sovereign. The most modern ships present on that anese government to mean that 200 officers and men.

in 1887. Needless to say that the thirty hexation. orpedo boat destroyers are of a class the past five years and which appears to

in modern sea warfare.

An interesting feature of the British

Great Britain Has Not Yet Arrived at a Decision Regarding the

Why Japan Protests-Morgan's Bill -Sir Julian Pauncefote Won't Talk.

London, June 24.—In the house of commons to-day the parliamentary secretary for the foreign office replied to a question of Beckett, Conservative, regarding Hawaiian annexation, He said that the government was aware that a proposal to annex Hawaii to the United States has been submitted for the consideration of the senate, but no decision had been reached. The secretary added that it would be the object for Her Majesty's government to see whatever rights accorded by national law belonging to Great Britain and British subjects to Great Britain and British subjects

fully maintained. Washington, D.C., June 24.-The gist of the protests of Japan to the annexa-tion of Hawaii to the United States, as read to the senate committee on foreign relations yesterday, is as follows:

The acquisition of Hawaii by annexation to the United States would deprive resident Japanese in the islands of the rights to which they are entitled under the present treaty with Hawaii. There are 25,000 Japanese in the islands with large property rights, and under present conditions they are entitled to become citizens of Hawaii. In case of annexation these Japanese could not become citizens of the United States, as decisions of United States courts are to the effect that no Asiatics can become citizens of the United States. By annexa-tion the Japanese now resident in Hawaii would be subject to any measure that might be adopted by the United States. They would lose the right to become citizens and vote. Large interests owned by Japanese on the island would be greatly jeopardized. Therefore, the Japanese government must firmly proest against the proposed annexation.

The bill which Senator Morgan introthe United States provides that the islands shall become a territory of the Unterms of the recently negotiated treaty. The date set for the extension of the laws of this country over the islands is rects.

It is also directed that the five commissioners provided for by the treaty to make the recommendations to congress in matters pertaining to Hawaii shall H. R. H. Prince Henry of Prussia, K. be confirmed by the senate.

The bill appropriates \$1,000,000 for the execution of its provisions. Out of debt is to be paid, but provision for the cre bins, water rights on Howson and common occurrences, and the Spithead payment of the principal of this debt is

"The treaty," said Senator Morgan, "can be ratified in this form by a ma- Forks. jority vote in each of the two houses, carry away much valuable information, thus avoiding the necessity of securing The waters of the Solent have pre- two-thirds of the sepate, as would be required if the matter should be passrequired if the matter should be pass-

New York, June 24.-Sir Julian When questioned as to Hawaii he said screw line of battle ships-at that per- to a reporter: "My hands and tongue iod the latest Jevelopment of naval pow- are off Hawaii, as well as off Cuba. I or of serew frigates and corvettes, a can handle neither question, and certainfleet of sidewheel vessels and of "float- ly-would not discuss either. One thing ing batteries" of the Merrimac type, about Hawaii may be said, though. Engwhile four squadrons of 160 gunboats land and America are not likely to quarbrought up the total number of ships to rel over the matter, and it is my profound opinion that they will never quar-

Port Townsend, June 23.-The Seymour was in chief command of this against Hawaiian annexation by Senafine fleet, which was reviewed by Her tor Perkins to the effect that European-Majesty on board the royal yacht Vic- owned vessels would be placed under the oria and Albert. The changes in naval flag of Hawaii and ultimately become architecture which have taken place dur- American bottoms, is not well taken, ng the last fifty years have swept away according to expressions of shipping

Several months ago the Hawaiian le sole remaining vessel which still takes gislature adopted laws prohibiting the seas being the royal yacht Victoria indiscriminate admission of foreign and Albert, which to-day flies the Stand- sels to Hawaiian registry. It was only ard of the Prince of Wales at the navai recently that the government refused to review. Probably a more beautiful ves-sel of her class has never been launched Mateo to fly the island flag and many the recent announcement that the other vessels have been refused similar model of a new steel yacht to replace her requests. Such action was taken to has been submitted to the Queen was meet the objection of Senator Perkins. The next great review held at Spithead the ocean-going vessels row operating under Hawaiian registers are mostly jesty, accompanied by the Sultan of owned in San Francisco and in other Turkey, reviewed a fleet of wooden ves- parts of the United States. Nearly every sels and ironclads (of which the most snipping interest on the coast, and par dern of the latter were the Minotanr, ticularly on Puget Sound, is strongly in favor of the immediate annexation of

Washington, June 24.-Hawaiians Washington insist that the reasons of ()n June 23, 1873, the waters of Spit- the protest of Japan against annexation head were again the scene of a naval relis that Japan really desires to acquire view-this time in honor of His Ma- the islands herself. The main point of contention between Japan and Hawaii On August 13, 1878, Her Majesty in- over the treaty between them, it is July 23, 1887, on the occasion of the treaty which Hawaii seeks to abrogate, Queen's jubilee, a large fleet was again This treaty has a provision that it may ssembled there and reviewed by the be terminated at any time by mutual consent. This is construed by the Japoccasion were the Collingwood, Imper- treaty cannot be terminated without the ieuse and Conqueror. The fleet was com- consent of both governments, and so posed of 134 vessels, the personnel of 20,- long as Japan insists on keping it in force it cannot be abrogated. The Ha-During the past decade enormous ad- waifan contention is that the words have vance has been made both in the num- no such meaning, and that any contract er and construction of the ships of the or agreement can be dissolved by mucoyal navy, and this cannot better be ex- tual consent as a matter of course, and emplified than by the fact that of the twent-one battleships reviewed by the treaty would be in effect permanently. Prince of Wales in behalf of the Queen It is understood that Japan insists that o-day, four only took part in the jubilee her present claim must be acknowledged ereniony of 1887, whilst of the forty by the United States in case of annexa three craisers present not one existed tion, although protesting against an-

It is stated as a settled fact that the which has only been introduced during administration does not now entertain any expectation of getting a vote on the be destined to play a very important part | Hawaiian treaty in the senate before the December session of congress.

CRICKET OXFORD WON. London, June 26.—The cricket match etween the Gentlemen of Philadelphia and Oxford, Past and Present, which commenced on Thursday last, was continued to-day, and was won by Oxford For Table and Dalry, Purest and Best by seven wickets.

LARGE SLOCAN SALE.

Idaho, Alamo and Other Companies Change Ownership.

New Denver, June 21.-An important neeting of three big companies is being held here to-day, which it is understood will result in the transfer of some of the best known mining properties in the Slocan country. The companies is terested are the Adams Mining Company the Slocan Mill Company and the Slocan Tramway Company. It is understood the property of these companies, and the Cumberland Mining Company, as well as the control of the Idaho mines, will puss over to the Scottish Colonial Gold Fields, Limited, of Edinburgh, Scotland, represented by McIvor Campbell, of Vancouver, B. C., and London, early next month. The consideration and terms are not made public, but it is said be in the neighborhood of \$400,000. An ong those representing the compan ics are W. H Yawkey of Detroit, Frank Cox of Duluth, and Captain N. D.

J. D. Farrell, who has been promin ently identified with the Idaho mine, was seen in Spokane last night. He was preparing to leave for the north on this morning's train. He confirmed the reort of the meetings being held at New

"What was the purchase price?" "That I am unable to announce. There thre so many persons interested and so feel that I would be justified in giving however, that the Alamo group of eight claims, possibly the Cumberland Mining Company's property of five claims; the Idaho Mining Company with concentrator and the Slocan Tramway's vestigation. oldings, have all been sold to the Scottish Colonial Gold Fields, Limited. I do not desire to say the Cumberland's Adiphungh disyndicate as soon as the necessary meetings have been held to daho company's holdings also go to that company."

The deal is one of the greatest importance to the Slocan, as it combines a duced for the annexation of Hawaii to number of neighborhood properties and will result in a big mine being operated. The essence of value in the deal is the ited States, in accordance with the Idaho, which already enjoys an enviable reputation as a shipper.

The properties sold are: The Alamo, consisting of these claims: The Alamo, Twin Lakes, Ivy Lenf, cally provided that they may be put in ence, Hampton, Victory, one half of the force at an earlier day, if congress di-The Cumberland Mining Company's

holdings: The Cumberland, Daisy, Eastern, Thistle, and one-half of High The Idaho Mining Company's properties: Control of the Idaho and St. John

mineral claims. The Slocan Mill Company's holdings: this sum the interest on the Hawaiian | The mill site, a 100 ton concentrator, Cappenter creeks, residences, office buildings, etc., located on the Canadian Pacific track, one mile west of Three

The Slocan Tramway Company's property: Seven thousand feet of gravity tramway, and terminal, with right of way, and three mineral claims-The Current. Tramway and Cedar.

The Alamo was formerly owned by Jerome Drumheller and others and has take a conciliatory attitude. Mr. Lange a productive ore chute. It strikes east lier, M. P., has been acting as wedian r, and west across a dip spur from the and Mr. Davies authorized him to inmain ridge in the Alamo basin, three and a half miles up Howson creek, and from the fissure eight to nine feet of solid galena mixed with grey copper and | grievances, and if it be proven that there carbonates have been stoped and much mixed ore has been concentrated. The Parliament to remedy them. Word was property is well developed. The Alamo has already paid the owners about \$150,-

the management of J. D. Farrell, and is owned by Frank Cox, W. H. Yawkey. Captain More, A. W. McCune, George ground. The Idaho has produced 250 ounces of silver and 50 per cent, lead, ounces of silver and specimens have assayed over 7.000 ounces. The Idaho has months. The St. John is also well de-

were in operation averaged from 250 to cope with it. 300 tons a month. Just at present they are idle. The properties are worked about ten months in the year, the wagon road from the head of the tramway X Rays to Ch ck SmuggEng-Hot Weath to the mines being impassable in the early summer for about 60 days. When in operation about 100 men are employ-

The properties are located about three mines from Three Forks. The ore bodies average from two to five feet. It is understood the properties will be retained by the present owners until the have been concealed in the legs of tables final payment is made.

for the future working of the proper-They expect to enlarge the mill the Idaho and the Wild Goose, or Cor- this, a heavy snowfall was reported from inth. From the latter ore will be handled from property owned by C. W. Callahan, Coleman & Evans, of Seattle. Countess of Aylesford, is dead. She was and their London friends.-Spokesman-

THE LORD MAYOR'S LUNCHEON.

London June 25.—Lord Mayor Sir George Faudel Phillips gave a luncheon at 2 o'clock this afternoon at the Mansier to all the princes and princesses home and foreign, who were in the Jubiprocession, to meet special envoys with the rank of ambassador and part of the diplomatic corps. Among those present were United States Special Envoy Mr.
Whitelaw Reid and Mrs. Reid, and United
States Ambassador Col. John Hay and States Ambassador Col. John Hay and Mrs. Hay. The guests were entertained in the Egyptian Hall, whose lofty domed roof is richly ornamented with heavy moniding, supported with massive fluted golden columns of fine finish and pretty titted walls in Egyptian designs. The Lord Mayor were his ermine earl's robe, as on Jubilee day. Great crowds of people watched the arrival and departure of guests, who were warmly cheered. ple watched the arrival and departure of ing a storm and sank almost immediately—guests, who were warmly cheered.

HOT SHOTS FOR C. N. ARMSTRONG

Mr. Tarte Charges That Gentleman With Basely Trying to Block Railway Legislation.

A Warm Debate in the House To-Day Over the Intercolonial Extension Measure.

The Government Anxious for an Investigation-The St. Lawrence Pilots' Strike Off.

Ottawa, June 26.-Mr. Blair took up the Intercolonial extension bill to-day. and Mr. Foster, seeing that he had made a mistake yesterday in talking against Denver for the purpose of ratifying the the Crow's Nest Pass bill, while all the sale, and said over half of the purchase time he is anxious to see it pass, asked price was to have been paid yesterday. the minister of railways whether he was not going on with the Crow's Nest bill if the Intercolonial did not pass.

many interests involved that I do not Mr. Blair said that if time permitted the Crow's Nest bill would be gone on away other people's business. The fact with. Mr. Blair, in explaining the Intercolonial bill, said that the government invited enquiry. He defied enquiry and investigation, and challenged an investitwo claims; the Slocan Mill Company's gation. The government challenged in-

Mr. Tarte made a vigorous speech, showing that Mr. Foster and the opposiproperty has been sold, but it is my understanding that this company, which who had camped at Ottawa since the sessis owned exclusively by W. C. and W. sion opened trying to promote his H. Yawkey, will probably pass to the schemes. The government refused to promote Armstrong's schemes, because there never turned out to be anything in them, and now Armstrong was polsoning the public against the Intercolonial. He demanded a full investigation into the whole matter, and it would be seen whether or not the subsidies given by the late government to the road were not diverted. As for himself or the government, they had nothing to fear. If one dollar was wrongly traced to him he would leave public life disgraced.

Last night Mr. Blair declined to take up the Crow's Nest Pass railway bill. It is reported that Mr. Laurier caloled the government not to press the proposed new Grand-Trunk-Drammond County

acal this session. The whole afternoon and evening session was spent in supply. The Conservatives made more protests against dismissals. Mr. Somerville objected to the government erecting postoffices in small

places. Mr. Foster stated that the opposition are disposed to allow prorogation on Monday or Tresday provided the government drop the \$300,000 school grant to the Manitoba government, Sir Richard Cartwright said he would give an answer on

There is a prospect of a speedy termination of the St. Lawrence pilots' strike, the minister of marine being disposed to form the striking pilots that, provided they will resume work, he will issue a commission of inquiry into their sheged aregany serious grievances he will ask received last night that the mists are

disposed to accept the offer. The Intercolonial extension estimate The Idaho Mining Company is under for \$157,000 passed the house at 3:30 p. m. to-day, and will be put in the sup-

The Crow's Nest bill passed through W. Hughes and J. D. Farrell It has committee and was read a second time. been mining the extension of the Alamo Mr. Foster left the house all the time it ledge by extensions of the Alamo tun- was under consideration, and came in as riels through the Idaho and St. John soon as it was over. Railway subsidies were then gone on with.

Toronto, June 26.-The judges to-day which is perhaps the highest concen- gave out their judgment in the London trates ever turned out. The crude ore election case, confirming Major Beatty as shipped has been as high as 636 in his seat. The costs are against the petitioner. The Globe has an editorial dealing

paid \$172,000 in dividends, of which with the course of the senate in balking \$140,000 has been paid in the past few the Intercolonial extension bill. It says it may be well that the issue is forced at the present, for it would be difficult to The shipments when the properties find a set of statesmen better able to

CABLE FLASHES.

er in Paris.

Paris, June 25 .- The government has dopted the X rays to check smuggling. Director Pallain, of the French customs service, has ordered that Crookes' tubes be kept in all the large customs offices. Hitherto vast quantities of jewellery and ink receptacles. It is believed that The new company has extensive plans by the X rays the presence of such articies will be readily detected.

To-day was the hottest of the season. so as to enable it to work the output Several sunstrokes are reported, and three basins about it-The Alamo, two deaths from heat. As a contrast to Albertsville, Savoy. London, June 25.-Edith, Downger

a daughter of the late Lt.-Col." Peers Williams, M.P., and married in the seventh Earl of Aylesford. He died in 1885.

Ine conference of the Society for the Propagation of the Gospel met here today. Rapers on the work of their re spective churches were read by the Archbishop of Rupert's Land and the Shops of Kentucky and Missouri. Berlin, June 25 .- In the Reichstag today, after the bill providing for the sup-

plementary estimates had passed its third reading, the Imperial Chancellor. Prince Hobenlohe, read an imperial mes