

eresting picture of the city at that

ncess Victoria will be floated from e B. C. Marine railway, and, accordg to present arrangements, will re-enter rvice Friday morning, sailing for Van-uver at 7.30 o'clock.

This statement implies a great deal. It ns that the repairs to the hull have en carried out in just one week. It on Monday evening that the ship s hauled out. On the following day was surveyed and work begun. ble shifts of men have pt going night and day, and the under king was carried out with the greatest ssible dispatch which could have been en in any shipyard on the coast. Seafaring men will appreciate this hen it is stated that some 10 or 12 ates had to be removed, straightenedd put back in place again. Several es had also to be bent into their oper shape and some other work done ich it had been carefully estimated ould take at least ten days. That all done, too, in a very thorough manspeaks more than anything which ald be said for the plant and too

THE LATEST SEIZURE.

The reported seizure of the China atual liner Calchas by the Vladivosk squadron increases the uneasiness t for the steamship Shawmut, which now well across the Pacific, and also any other liners plying perican and Asiatic ports. The Japancities are always the first ports of ll on the outward voyage. As stated sterday the Calchas carried a shipment lumber from this port. She loaded ween forty and fifty thousand feet at outer wharf, consigned by the Sayrd Sawmill Company to Hongkong all she had a cargo of 4,297 tons, in ding 7,846 pieces of rough timber. 23. tons of cotton and 50 tons of tobacco. Calchas is a very large carrier. The na Mutual steamship line, to which belongs, operates a big fleet round world, the next due to arrive here ng the Oanfa, which will shortly be ring these shores. These vessels on an important commerce with port, and the reported seizure now the Calchas brings the situation in Far East close home to business men

GREAT RUN OF SALMON.

loaded with oil and box lumber and h all the passengers she could accom date the steamer Nell returned Monfrom points in the north She gs nesws of an exceptionally large of salmon on Rivers Inlet. The fish so plentiful that some days the boats not sent out because of the surplus ich the canneries have on hand. On esday last the Oceanic had 10,000 es, the pack being considerably larger n that up to the same time last year. ats on the Inlet have been taking from to eight hundred fish, which at seven its apiece, the wage given fishermen, ans to those catching them a nice in-

On the Skeena the run is not so large, ough it is stated canners are satisfi number of spring salmon caught for time of year is surprising. There a great many more spring salmon n sockeye, the proportion being about out of every senty to the boat.

On the Naas the run is also rather iall, both the Naas and Mill Bay canries had each 500 cases up to the time the sailing of the steamer for Vic-The Pacific Northern had 2,000. e latter cannery, however, is about ice the size of the former two, which unts for the disparity in the packs. The Nell reports that the steamer zelton has been tied up the Skeena. ere is little or no freight offering for the river, and the vessel has been ced to go out of commission. A num of her crew came south on the Nell. Nell on her voyage north met with slight mishap to her machinery. the valves blew out after she left nion wharf, and some pretty fine vigating had to be done in order to get ship to a safe anchorage. She was n for a distance of about three miles ter the accident. The engine room in meanwhile had become filled with am so densely that it was almost imsible to enter it. Once the vessel was de secure it took but a short time to ir the damages.

The passengers who came south on the amer included a party of five miners, to had been up to Ketchikan, and who ald have bone into the Bulkley valcould they have found means of nsportation. Another number of pas-gers were a party of pulp mill offis from Swanson Bay. They expect be able to ship machinery north for aill in another three months. arf built for the mill. officers of the I say, is one of the best structures of kind in the north.

MARINE NOTES.

The steamship Tacoma has returned Nome with twenty-six passeng a cargo of furs, ivory and whale valued at \$52,000. The ivory shipt of 6.500 pounds is the largest that been received from the North in enty-five years.

teamer Queen reached port from the lden Gate last evening with a big list passengers and a large freight. teamer Umatilla leaves for San Frano to-night at the usual hour.

mer Cottage City is due to-night m Alaska.

hose popularity is more general. Mr.

cus. In fact it is unblushingly asserted that some of the most stalwart athletes became quite enervated. For instance, HOW PORTLANDERS it is openly alleged that had Jupiter TREATED THE BAYS Pluvius been less enthusiastic Messrs Bridgeman and Macrae would have been among the entries in the canoe race. It would be well, therefore, to attribute to the sun the fault of the Bays' failure to bring back still another bunch of pre-MADE THEIR VISIT mier honors.

Sincere Acknowledgment by the Vic-

torias-Stroke Wilson Talks

"We were treated with princely hospi-

tality," said J. H. Lawson, jr., in con-

morning about the recent trip of the J.

A. A. oarsmen and adherents to Port-

ation with a Times reporter Tuesday

This ardent acknowledgement is

led the regatta, and it is wholly de-of extravagance, despite the fact

all are brimful of enthusiasm, in-

ns in blue and white. By the

spired by the signal triumphs of the

right royal welcome Portland extended

nanner in which she treated them while

most coveted honors fell to visitors, she has strengthened the bond of fraternity

which links the component branches of

But it should not be forgotten that

regatta, when the Bay's shell met

ous. Immediately the Portland Row-

Portland's spirit was manifested before

an accident which for the time looked

ing Club heard of it they wired an offer one of their craft. It was unneces

sary to accept the offer, but the manner

alike describe the event a success un-

marred in the slightest particular.

The Portland Rowing Club members

always on deck with suggested entertain-

defatigable in their efforts. E. D. Jor-

gensen, an out-and-out enthusiast,

placed his automobile at the disposal of

he visitors, who rode about the city in

high style. R. W. Weber, a well-known

Portland barrister, was another whom

the Bays will always hold in grateful

Percy Stowell and R. W. Gleason and

visiting oarsmen as though they were an

aggregation of railway magnates, look-

ing for a trancontinental terminus, only the quality of their hospitality contained

a larger flavor of sincerity. Then there was a banquet at the Commercial club.

Mr. Brewster, of the Portland Rowing

Club, presided, and during the evening

good. The management was excellent, and the course was kept unusually clear.

A fast steam launch was employed by the officials, while a launch was placed

t the disposal of visitors. The Times

reporter also dropped in to see W. Wil-

oar artist has stroked his crew to

never anxious at any time in this re-

gatta, as he weighed the relative pros-

pects of the crews.;
"I considered Portland a more formid-

able rival than Vancouver," he said this morning, "and was prepared to make the

former row the hardest race they ever had. It was because we were busy

watching Portland that Vancouver jumped ahead of us a length at the start. The

Terminal City boys rowed well, pulling

a long stroke, something after our style.

When we had got about half a mile we

drew up to them, and then I saw that

the race was ours. Had we been press-

ed we could have made the distance in

As a matter of fact, when the Bays

ed from the Vancouver crew they coached and encouraged them to keep

up a good fight and take second honors.

This the Terminals did, and the success

in the senior event, as well as their vic

ory in the junior race, was very popular

Stroke Wilson also pointed out that the conditions on the second day were not

favorable for record breaking. There

was a head wind, and the water was too

choppy. He feels certain that the time

of 8.10 made by the Winnipeg Henley crew on the Lake of the Woods could be

In this connection another tiff with the

Four" of immortal memory, consisting of Dan O'Sullivan, the late W. I. Scott, D.

Prairie City's crack crew and gave the

Argonauts, the champions of America, the

narrowest escape they had had for many

doons. Another try with Winnipeg or

order to test the J. B. A. A. metal to

ost, and then-on to Henley.

some other strong crew on this continen

Stroke Wilson pays a high tribute to the great work of Coach O'Sullivan, to

whom he says is due the proud position

the club holds in rowing to-day. His

and there is no man in the association

bility as a coach is widely recognized,

nnipeg crew would be well worth ring. The last time they met the "Big

Jones and Fred Wilson, defeated the

eaten by his crew.

better time and won by a larger margin

saw that no trouble was to be apprehe

ir., of Victoria.

embrance, not to forget Dick Hart,

These gentlemen treated the

which it was made presaged a regatta

ld exist. This conspicuously proved

visitors by the unfailing courteou

y were there, and by her generous organition of the merits of the winning was, in the face of the fact that the

by every one from Victoria who

About the Race.

It is said that Messrs. O'Sullivan and Desbrisay were fined by the regatta of-ficials for talking during their race. The ENTIRELY PLEASANT outlook for them was so bright that they were constrained to relax somewhat, and indulged in a few pleasant remarks as they sped long. The penalty was not very heavy, but it was promptly paid. Some of the judges mixed theirs, so it is whispered, while others took theirs

straight. Timekeeper Leeming is to have a 'cuckoo clock' the next time he officiates. He did his work like a veteran, and so pleased the Portlanders that they ex pressed their determination to get him a more substantial timepiece. It would

SUPPLEMENTARIES ARE BROUGHT DOWN

ADDITIONAL GRANTS FOR THIS PROVINCE

Provision Made for a Victoria County Judge-McLean's Railway Act Amendments Defeated.

Ottawa, July 26.-In the House to-day W. F. McLean's amendment to the Railn which none but the friendliest rivalry way Act to bring express companies to be the case, and winners and losers under the railway commission, to give a graded passenger rate on the Michigan Central, commencing at 2 cents a mile. and other interested in aquatics did not and to provide only for actual damages allow a second of time to hang on the when telephone companies are being convisitors' hands. Representatives were nected at railway depots, were all defeated. ments of some kind, and all were in-

The leader of the opposition as well as the Minister of Justice opposed them. The supplementary estimates brought down amount to \$11,839,000. The British Columbia and Yukon items include: Fernie, public building, \$10,000. New Westminster, public building, en-

largement for accommodation of an Inlian branch, \$7,000. Nanaimo, public building, addition to complete, \$5,400.

Victoria, offices of department of marine and fisheries and Indian affairs,

n old custom house building, \$2,000. Victoria public buildings, \$2,000. Victoria, military buildings, permanent sidewalk on Menzies street, etc.,

Victoria public building, governmen

speeches were delivered by Dan O'Sullivan, Mr. Hodge, of Nelson; Mr. Seymour, share of paving Government street in front of building, \$1,000. of Vancouver; Percy Stowell and Dick Vancouver public building, steel fittings Hart, of Portland, and J. H. Lawson, or vault in post office, etc., \$1,000. to the races, they were very suc-Nancouver public building, government share of block pavement to be laid on cessful. The water, on the whole, was Pender street, between Burrard and Abetter than on previous occasions at Portland. On the first day, especially, it was

ott streets, \$725. Vancouver public building, additional amount \$40,000. Williams Head quarantine station, aditional buildings and improvements, repairs, fittings, furniture and sundry supplies required in old buildings, also repairs to quarantine station, \$19,500.

son, fraternally and popularly known as "Toey" Wilson, the J. B. A. A. strap-New dredging plant for British Columping stroke in the past three triumphs scored by the "Big Four." This husky bia, \$80,000. Telegraphi Okanagan landing and Kelowna mission, many victories, both large and small, that the novelty has lost its edge. But

Quesnel-Barkerville branch, repairs, \$1,000. the feeling of elation and enthusiasm is still there, strengthened this time by the Ashcroft-Lillooet branch line, repairs, fact that through the efforts of his crew \$1.000. Extension of Kamloops-Lower Nicola two handsome cups have found a permanent home in the trophy repository of telephone line, via Granite Creek, Princethe J. B. A. A. The big stroke was

ton, Hedley, Keremeos and Fairvew to Penticton, \$13,500. Vancouver Island-Salt Spring Island telephone line, further extension on Salt Spring Island, \$330. A further amount for day schools,

To provide salary for county court udge for Atlin, B. C., \$2,400. To provide salary for county judge for Victoria county, \$2,400. court

Chilliwack wharf, \$2,000 Columbia river, below Revelstoke, improvement of navigation at Arrowhead, Columbia river improvements, \$1,000.

Coquitlam river, removal of obstrucions. \$2,500. Kootenay river, removal of snags between the boundary line and Kootenay

landing, \$1,500. Langley, a wharf, \$2,000. Mount Lehman, a wharf, \$2,000. Sidney harbor, to complete breakwater. \$3.000.

Thetic and Kuper passages, opening boat channel from Telegraph harbor to Clam bay, \$6,000. Yukon public buildings, repairs, improvements, etc., \$76,200. Intercolonial railway is \$2,500,000. Steamers to maintain winter service at

Quebec, \$425,000. To provide for organization of the naval militia, \$50,000. Further amount for the construction of ighthouses, \$350,000. To provide for experiments in relation o destruction of dogfish, \$25,000.

For vessels to patrol northern waters of Canada and to establish police and custom ports, etc., \$200,000. Canada's proportion of Pacific cable loss, \$125,000 Two superintendents in city post offices, \$4,600. Additional railway mail clerks, \$16,-

000. GORMAN REFUSED.

Thomas Taggert Was Then Selected as Chairman of the Democratic

ON PORT ARTHU

A VIVID DESCRIPTION BY JAPANESE OFFICER

Warm Time Off the Russian Base - Japs Kept Muscovites Guessing-Oriental News.

The Japanese Daily Advertiser, which arrived on the Tremont yesterday, contains a full account of the spirited attack on Port Arthur in the latter part of June. The narrator on a destroyer stated that his vessel was at a place about 10,000 metres south of Hsiensheng when he observed the Novik, Bayan, Askold, Peresviet, Poltava, Sebastopol, Pallada and Diana coming out of the harbor. The destroyer immediately turned back at full speed and informed the patrolship of the fact. The destroyer then returned to her original place and observed the Russian fleet cruising from Mantaoshan, in the direction of Mantze ring. The fleet soon changed its course and was re-enforced by the Gaidamak, Fobedia, Czarevitch and Retvisan. These warships then proceeded below Laotiehshan. The destroyer began making preparations for battle, and the Japanese main squadron was separated 14,-000 metres from the Russian fleet, the destroyer on which the narrator stationed was at a distance of 7,000 metres from the eenmy. The Novik opened fire on the destroyer without effect. She was joined by several Russian torpedo craft in the firing. The Japanese replied to the fire spiritedly. One of the Russian torpedo boats was hit by a shell and her magazine evidently arreleded.

exploded. A great explosion followed nd the destroyer escaped inside the har bor, emitting dense volumes of black smoke. She was followed by some of the rest of the flotilla. The Japanese squad-ron gradually approached the enemy with the object of enticing him southward. The Russiam squadron came forward within a distance of four miles of the harbor entrance. The Japanese were on the point of attacking and cutting off the way of retreat, but the enemy evidently detected the plan and turned back. Shortly before 8 p.m. Admiral Togo gathered a torpedo flotilla around his flagship and ordered it to essay a night attack. The Japanese squadron then withdrew from the scene. The torpedo

flotillas waited for an oportunity to attack. The Russian squadron was still below Laotiehshan. The sun set at this time. At 8.25 p.m. the torpedo flotilla rushed along the eastern coast at full speed. The Russian squadron, which was unable to re-enter the harbor, was illuminating the sea with search lights, aided by the batteries ashore, and was firing at random on the sea surface. The commetion of the sea produced by the imerous shots and shells was so great that the Japanese could not see ahead. At this time a report was received from a torpedo boat that the Russian fleet was anchoring between Mintzeying and Mantaoshan, and were in confusion The Japanese lost no chance to avail themselves of this opportunity. The first torpedo flotilla and the torpedo boats Nos. 14 and 16 began the attack at 9.30 p.m. The attacking flotillas were replaced in turn at intervals of every 40

and destroyer succeeded in closely their complaint, gave the governor no-approaching the enemy without being hit tice to vacate his place in the next few by a single shot. She recognized a bat- days. recognized these torpedoes successfully with libations of vodka, and then turned taking effect, and they shouted banzal. When the destroyer was about to return

Maddened by the fiery spirits, the Cos-

enemy, and the Russian samp at the constant samp at years old, discovered another fire breaking out in the after part of the craft. He reported the fact to others on board, but 8 o'clock in the evening until sunrise. succeeded in extinguishing the flames smothering them under himself by His work was much appreciated by the captain. In the meanwhile the other fire was extinguished, and the damaged rudder was repaired. While the destroyer was in this perilous posi-tion, she was withdrawing from the scene, firing her guns all the time. By the time she could extricate herself from

the fighting line at 4.29 a.m. she had

fired all the shots and shells in her maga-Editorially the Japanese Daily Advertiser says; "That the approaching fall of Port Arthur will be fraught with momentous consequences is hardly more matter of question than that this great disaster to the Russian cause is proaching. A significant indication that the Japanese government is fully alive to the importance of the event, and that task, is the strict prohibition placed upon ture would also seem to be evident from the assurance reported to have been given to the correspondents in Tokio that they would be sent in ample time to witness its fall. There are, however, special reasons for haste which are doubtless spurring effort to the highest degree. less spurring effort to the highest degree of intensity. Not only does Port Arthur, from the standpoint of national sentiment, mean more to the Japanese than

ment of the task would release a large army for effective service elsewhere, be-sides putting an end to all talk of the advent of the Baltic fleet in eastern seas. "In view of that which impends the course to be taken by the remnant of the once but a doomed to final hestraction, becomes a doomed to final hestraction.

doomed to final a release to the matter of interesting conjecture. That Russian pride will not permit it to fall intact into the hands of the Japanese may be taken for granted, but it is greatly to be doubted that it will be suffered ly to be doubted that it will be suffered to perish ingloriously upon the fall of the fortress. Far more probable is it that when the fateful crisis comes, it will sally forth in a desperate effort either to escape or to deal what destruction it can

A Wei-Hai-Wei telegram, -dated 1st inst., published in the N.C. Daily News,

"Mr. Soper ,the English engineer in Russian employ, left Dalny in his own yacht with two Russians. The latter eave arrived here and report that Mr. Soper was drowned on the voyage. Foul olay is suspected."

In reference to the disappearance, of Mr. Soper, Capt. Bennett, of the C. N. S. Tungchow, reports that he was walking with another gentleman in Chefoo on Sunday morning (29th ult.) when an Indian came up to them and said: "Do you want to see Mr. Soper? If you do, I can show you where he is." They did not happen to want to see Mr. Soper, so they took no notice of his offer, thinking that he had probably mistaken them for some personal friends of the gentleman

who is reported missing. Mr. Soper was a St. Petersburg Engishman who came out to Dalny some time ago in connection with a couple of Symondsons's dredgers. He spoke Rus-sian perfectly, and entered into the employ of the Russian government, remaining faithful to his employers to the last. He had notified a friend in Shanghai, hrough a Russian acquaintance left Dalny in a junk, that he intended to leave Chefoo in his 21/2-rater as soon as he had blocked the dock and destroyed the machine shop. He was very well known to, and very popular with, all the Dalny folk of whatever nationality, and his disappearance is deeply regretted. A French war correspondent following the Russian army heard a Russian military officer stating that the Russians themselves have admitted that their plan of campaign has been a blunder. of the principal causes of the failure, the Russian said, was the commencing of fighting before the arrival of re-enforce-

ments from home. Now that the Russians have suffered crushing defeats at

Kiulingcheng and Tehlisz, they will be obliged to retire before the arrival of

large reinforcements. Should the Russians try to fight at the present moment, they will sustain further losses.

A junk brought news to Chefoo July 6th that the Russian forces at Port Arthur originally numbered 30,000, but that 4,000 to 5,000 men have already been either killed or wounded. The Rus sian staff officers are now living in sub terranean chambers to escape danger from shells, as the Liaotiehshan have been destroyed. A number of Rus to kill General Stoessel on account of his insisting on a hopeless resistance.

STORY OF ATROCITIES.

Berlin, July 26.—The newspapers here publish a remarkable dispatch from bussia, which has been received by elegraph from a German frontier town, whither it was sent by messenger in order o escape the censor. The story concerns the fearful atroci-

capital of the Polish province of the same name, 150 miles west of Warsaw. moonlight, hindered the torpedo opera- "hunger strike"—that is to say, they retion considerably. Every one on board the flotillas expected certain death moing their intention of starving to death. mentarily. At 3 a.m. the moon went They persevered in this terrible deterdown. The chance was not lost. The mination until the St. Petersburg first torpedo flotilla rushed forward. At authorities, convinced of the justice of

tleship of the Pobieda type, and fired at her a torpedo from a forward tube and fearful revenge. He enlisted the services then one from a stern tube. The crews of 370 Cossacks, made them mad drunk

she was struck by a shot and fire broke out in the captain's room. Pumps were immediately brought in and a bucket brigade was improvised on board. The brigade was improvised on board. The flames attracted the attention of the half the occupants of the prison were enemy, and the Russian ships and batseverely wounded.

> their brains with any weapon that came handy. This barbarous orgy lasted from The exact number of killed is not ascertainable, but the next morning 70 victims, all horribly mutilated, were in the hospitals. Here the poor prisoners were again barbarously treated, so much so that many of them tore off their bandages, declaring that they would rather bleed to death than live to suffer

further cruelties. EXHIBITION OPENED.

Winnipeg, July 26.-The Dominion exhibition was formally opened to-day in the presence of a distinguished gather-Hon, Clifford Sifton, minister of the interior, made the opening speech, and was followed by Hon. Sydney Fisher, minister of agriculture; Sir William lan, Madge P. Sinclair, Bruce S. Smith, Van Horne and Premier Roblin. One of the best speeches of the afternoon was its forces are feverishly engaged in the that made by Sir William Van Horne who was introduced by Chairman Gordon all news from that quarter. That in as the man who had done more for the official quarters the reduction of the development of Western Canada than fortress is not looked for in the near fu-

LIST OF RESULTS IN THE EXAMINATIONS

Have Qualified to Teach-Returns of High School Test Held at the upon Admiral Togo's blockading squad-Same Time.

> To-day the board of examiners, con prising the superintendent of education, Alexander Robinson, B. A.; W. P. Argus, B. A.; J. W. Church, M. A.; F H. Eaton, M. A.; E. B. Paul, M. A.; J. C. Shaw, M. A., and David Wilson, B. A., completed their labors in connection with the High school and teachers exam inations throughout the province. The results are highly satisfactory from a local standpoint. Victoria candidates for first, second and third class certificates have been very successful, an exceptionally large average of those who tried having qualified. The same is true of Vancouver candidates, and, in fact, despite the unusual stiffness of the examinations in many subjects, the candi dates sent up from all parts of British Columbia have done remarkably well.
>
> It is in the High school junior grade examinations, however, that Victoria has secured the premier honors, Miss Kathleen Cockrell leading the province with a total of 1,100 marks. The next place is taken by Miss Claire Wetheral, Vancouver, who has a total of 1,073 marks. In the number passed from the junior to intermediate grade, Vancouver has the advantage over the Capital City a much larger number of candidates having written from the Terminal City High school. In proportion to the number sent up, however, Victoria scores as many successes as the Terminal City. Needless to say Principal Paul and the High school staff are gratified at this splendid

showing.
Some mention should also be made of the success of candidates from Cumber-land. All who tried, eight in number, were successful everyone securing a most creditable general average in the various subjects. The congratulations of Superintendent Robinson and other icational officials are extended the Cumberland centre for the thoroughness f the students sent from that district in all respects.

led are the names of those suc-Appen cessful in obtaining first, second and third class teachers' certificates. The names appear in alphabetical order: Academic Certificates.

William J. Baird, B. A., University of oronto; Thomas A. Broadfoot, B. A., University of Manitoba; Thomas A. University of Manitoba; Thomas A. Brough, B. A., Queen's University, Kingston; Grace D. Burris, M. A., Dalhousie University, Halifax; Daisy C. Caldwell, B. A., Queen's University, Kingston; Jeanette A. Cann, B. L., Dalnousie University, Halifax; Richard V. Clement, B. A., University of Toronto; Wm. Dakin, B. A., University of Manitoba; Alice G. Donavan, B. A., Queen's University, Kingston; Robert J. Douglas, B. A., McGill University, Montreal; Helen B. Gass, B. A., McGill University, Montreal; Wm. H. Hudson, M. A., Trinties committed upon a number of politi-cal prisoners in the prison at Kalisz, the B. A., University of Manitoba; Mary and John A. Tanner, M. A., Trinity College, Toronto.

First Class Certificates. Jennie K. Anstie, Dorothy Cattell, George H. Deane, Hester Draper, James A. Halliday, Ada E. Irwine, Kathleen B. Loat, Helen B. Milne, Alice M. Philip, Rhoda Sharpe.

Renewal Certificates For Length of Gray, 706. Service.

Adelaide S. Bailey and James W. Sin-

Second Class Certificates.

Helen C. Allan, Sarah J. Anderson,
Harriet L. Armstroug; Ella J. Brown,
Maud Bruco, Elsa K. Burnett, Mrs.
Eveline Burns, Marion E. Camp, John
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Camphell, Samuel B. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Campbell, Eliza
M. May E. Selman, 848; Eric R. Thomson,
M. Campbell, Eliza
M. May E. Foy, Mary C. Frank, Annie E. Fraser, N. Olifton Burgess, 802; Beulah Lillian E. Frith, Constance G. Granger,
Alice E. Gray, Geo. W. Hall, Winnifred
Oliver K. Nason, 786; William H. nell, Helen G. Moffatt, Rose Monro, Pearl C. Musgrave, Kate F. McCrimmon, Mrs. Annie C. McDonald, Archena J. McDougall, Mrs. Edith E. McKenzie, Kate M. McKinnon, Mary M. McKinnon, Mary A. MacLauchlan, Muriel Mc-Nair. Jessie McQueen, Ellen C. Ohlson, Sara Preston, Kate E. Redfern, Robert Daisy M. Webb and Margaret Whitely.

Third Class Certificates. Agnes N. Anderson, Grace Atkinson, Orphenia Barber, Frances M. Best, Nathan T. Blakeney, Kathleen Boyd, Robert A. Braden, jr., Clara E. Braden,

Lena Cartwright, Carl B. Christens Alfred F. B. Church, B. A., Maud Clapp, Edward G. Conroy, Edward G. Conroy, Dorothy C. Eldridge, Hollis Fisher, Bes-Committee.

Committee.

Commit

Dougall, Jennie M. McLeod, John J. McNiven, Jean M. McRae, Mary E. Nicol, Lucy M. Parrott, Sidney B. Peele, Eva M. Ray, Annie H. Reinhard, Min-Bya M. Ray, Annie H. Reinhard, Min-nie E. Robson, Bessie Rowan, Jeannette B. Skaling, Francis W. Smith, Helena B. Smith, Ione Smith, Mary E. Stephens, Norman C. Stewart, Gwendolyn A. Thomas, Mildred Thomson, Bertha Trage, Lily R. McN. Trethewey, Lillian Wall, Emma N. Walls, Wilmot B. Well-wood and F. Gorden Campbell Wood. Third Class Certificates, Renewed For

One Year, Under Section 71, "School

Bertha J. Bowell, Margaret M. Bre thour, Annie L. Buttimer, Bertha I. Cameron, Annie Cathcart, Cora M. Crankshaw, Mary M. Creech, Bessie G. Eastman, Grace E. Gibson, Margaret Gibson, David Hammond, Violet Hardie, Rose A. Hilbert, Thomas E. Knapp, May Laurence, Elizabeth S. Lovell, Carrie E. Mellard, Bibianne Moore, Maude Muir, Jessie K. McQuarrie, Ernest W. Ogilvie, son, Phoebe O. Sharp, Margaret M. Sul-livan, Ida M. Toop, Annie E. Vannetta, Hattie B. Williams and Annie M. Wood-

Following are the successful candidates n the examinations taken by students of the various High schools of the province: High School Examinations.

Chilliwack. - Intermediate (maximum. ,500): Marion E. Jukes, 928; Gecil Mc-Ewan, 878. Junior (maximum, 1,400): Maude Isabella Cawley, 917; Edna Elizabeth Knight, 905: Violet Ethel Henderson, 830; Annabelle Robertson, 816; Letitia J. Calbick, 789; Kate Lydia Chappell, 769; J. Virgil Macleod, 751; Ethel Mary Cawley, 724.

Cumberland.-Intermediate (maximum ,500): Marguerite Strang, 961; Edith Talmage Smith, 845; Nora Jean 842. Junior (maximum, 1,400): Margaret Bluhm Carwithen, 866; Mildred A. Pritchard, 866; William H. Harrison, 857; Ethelyn M. Short, 794; Nellie Ead,

Nanaimo. - Intermediate (maximum, 1,500): Howard John Fisher, 939; Eliza-beth Johnson, 907; Isabella Adam Gillies, 888; Robina A. Dingwall, 806. Junior (maximum, 1,400): Mary Elizabeth Stephens, 1,038; Hosannah Beveridge, 844; Mary Ann Crossan, 798; Ethel Hodgson, 775; Mary Frame, 774; Kathrine W. Johnston, 772; Clara Chadwick, 720; Mary Laura Jones, 712, Nelson. — Intermediate maximum, 1,500): Roy E. Wallace, 993; Annie M. Fawcett, 823. Junior (maximum, 1,400); Olaf Austad, 1,004; Isabel Henderson,

915; Grace Allison, 832. New Westminster.-Junior (maximum, ,400): Dora Lulu Cook, 963; Horatio Hodder, 859; Annie B. Wooster, 808; Albert G. Beatty, 717.

Rossland, - Junior (maximum, 1.400)

William Morgan, 930; Ira J. McNaughton, 760; Ralph Cottrell Corbett, 749. Vancouver .- Junior (maximum, 1.400): Wetheral, 1,073; Kathleen A. Dyke, 1,070; Andrew R. Thompson, 1,028; John C. Robertson, 1,004; Olive McWhinney, 975; Helen M. Hesson, 959; Lola L. Center, 947; Roy Gage Phipps, 934; Mabel Taylor, 934; Mat-thew A. Salo, 895; Ethel M. Collishaw, 894; Maude Paton, 885; Arthur S. H. Marrion, 883; Jessie McDonald, 877; Nors Philip, 876; Ethel M. Hunt, 866; Katie F. McDougall, 866; Matilda M. Wallace, 859; Duncan A. McKinnon, 858; Eugene Ross, 854; Jeanette E. Skaling, 851; Harold McL. Ferguson, 844; James McIntyre, 843; Caroline Baynes, 839; Jessie McPhail, 839; Elsie W. Shepherd, 832; Ena Florence Baynes, 832; Margaret I. Anderson, 830; Frances Marie Anderson, 828; Clarence R. Charters, 815; Bessie Rowan, 808; Mildred Thomson, 807; Ellen Harrington, 805; Stanley Meadows, 803; Ethel M. Beed, 802; Rhona M. Bain, 800; Emily Nos. 14 and 16 began the attack at 9.30 p.m. The attacking flotillas were replaced in turn at intervals of every 40 or 50 minutes, and they attacked the enemy alternately. The glaring search-lights and heavy fire from the Russian ships and batteries, coupled with the same name, 150 miles west of Warsaw.

The governor of the prison, a man of University, Halifax; Eben H. McKen-del, Sob; Stanley Meadows, 803; Ethel M. Lennox, B. A., University of Toronto; Margaret H. Moody, B. A., Dalhousie University, Halifax; Eben H. McKen-del, Sob; Stanley Meadows, 803; Ethel M. Collabella, Sob; Stanley Meadows, 805; Stanley Meadows, 805; Stanley Meadows, 803; Ethel M. Collabell 772; Herbert D. Brydone-Jack, 765; doubtedly object to too many accom-Edith L. Stewart, 765; Pearl A. Green, panying the army. 763: Lillian Wall, 759: Georgina M. garet T. McArthur, 746; Robert Matheson, 739; Charles Moore, 734; Cosy M. Miss Dyer, of the Japan Advertiser

son, 739; Charles Moore, 734; Cosy M. Miss Dyer, of the Japan Advertiser Thornton, 721; James H. Scott, 716; staff, was also on board the Tremont. 710; Jessie H. Macleod, 707; David L. at Boston.

Victoria.-Junior (maximum, 1,400):

May E. Seiman, Oss., 843; Inez Duncan, M. Campbell, Samuel B. Campbell, Eliza 847; Isabel M. Gregg, 843; Inez Duncan, 2011, Ing. C. J. Carson, Isabel Cathcart, Caroline M. S47; Isabel M. Gregg, Oto, Inc. D. Louis, was on board. The big wrestler Chapman, Mary McG. Clark, Lydia B. Jones, 818; Peter King, 818; Christine C. was very much of a hero among his fel-Copeland, Clara Cripps, Jos. T. Crowder, Johnson, 810; Florence L. Fullerton, Julia F. Curtis, Gladys D. Davidson, Edith S. DeBou, Lillas M. Edwards, Edith S. DeBou, Lillas M. Edwards, Brethour, 805; Ennice V. Erskine, 805; Francisco. These will give exhibitions Brethour, 805; Ennice V. Erskine, 805; Francisco. These will give exhibitions Bertha Few, 803; Hollis Fisher, 803; J. at the St. Louis exhibition. Westwood, 799: Amy K. Andrew, 786 L. Harris, Margaret F. Hart, Sophie F. 778; Edna M. Rickaby, 758; Jean G. L. Harris, Margaret F. Hart, Sophie F. T78; Edna M. Kickaby, 150, Canthelia Hiscocks, Mary E. Holloway, Mary S. Homer, Kristruna Johnson, Sarah J. Winnifred J. Gabriel, 718; Katharine Kiilins, Edith M. Lawrence, Clara E. More, 713; Stanley H. Okell, 711; Lindseth, Eleanor C. Loat, Isabella Lyons, Annie F. Marshall, Arthur Men-Williams, 706.

Other Schools.

Mission, Junior (maximum, Clinton Abercombie, 1,064. Study. - Senior (maximum, 1.400) George H. Deane, 997; Hester Draper 804, and Rhoda Sharpe, 796. Intermed ate, 1,500: Marion Horton, 785.

STEAMER STRUCK LEDGE. The City of Rockland Badly Damaged- that amount. All Her Passengers Escaped Unhurt.

Rockland, Me., July 26 .- The Eastern Steamship Company's steamer City of Rockland, bound from Boston for Penobscot River ports, struck on Gangway ledge in Penobscot bay to-day, and was badly damaged.

PASSENGERS FROM ASIATIC CITIES

WHO ARRIVED ON THE STEAMSHIP TREMONT

About Half the Number of Correspondents Now at Tokio May Go to the Front.

Among the passengers on board the Tremont was W. E. Curtis, a special news writer on the staff of the Record-Herald, Chicago. Mr. Curtis, together with his wife and daughter and his nephew, after more than a year's absence in various parts of the world, is returning. He spent several months in the Philippine islands looking into conditions there, and contributing a series of

Chicago. Mr. Curtis says that the Philippines are making comparatively rapid progress. The building of railways through the country is doing much to open if up. Manilla is becoming a fine city with all modern improvements. The great need now is for capital to develop what is

articles on the islands to his paper in

naturally a wonderfully rich country. The natives are indolent, a fact which is not to be wondered at when it is membered, he says, that they may, without labor on their part, gather bananas from the trees and subsist without exertion on their part. In consequence of this indolence it will, he thinks, be absolutely necessary to introduce into the islands some other branch of labor, such as Chinese.

The insurgents have fallen in line pretty well now. In some instances it has been found necessary to imprison leaders who were giving a great deal of trouble, but in other instances this was overcome by giving some of these leaders official positions, thus removing all danger of their giving further trouble. On the way back Mr. Curtis stopped

for some weeks at Tokio. He was not seeking a position at the front, as he him self says he is a man of peace and not of war. He studied condi however, during his stay. The opinion, biased, is that Japan will easily win the war unless some other power intervenes. When he left Tokio the war correspondents were awaiting the 20th as the date upon which they would be allowed to proceed to the front. There were

about ninety correspondents awaiting leave. Mr. Curtis thinks about thirtysix will likely be allowed to go-a number similar to that already in the field. This will likely constitute the last contingent allowed to go, and many of the others will immediately afterwards quit the Japanese capital for their homes. The great majority of the correspond ents at Tokio, Mr. Curtis says, are good

men. There are a few incompetents mong them, however. These latter have gone out, he says, in the hope of gaining experience and making themselves prominent without being qualified for the work. There are not many of these, bowever

to be limited, Mr. Curtis says, in view

Mr. Curtis will spend a few months Johnstone, 754; Harold Price, 749; Mar- in the Pacific coast states before return-

Phoebe Coram, 713; Catherine P. Mills, She was on her way back to her home Bishop McKim, of the American Episcopal church: Mrs. McKim and their Kathleen M. Cockrell, 1,100; Wilhel-mina Baxter, 976; Lilian M. Ross, 971; Miss Rouse, a returning missionary

Japanese wrestlers on the way to St.

COLLECTING DAMAGES.

Venezuelan Government Has Had Receiver Appointed For New York Company.

Caracas, Venezuela, July 22 .- (Delayed.)—The government has placed an attachment on all the properties belong-ing to the New York & Bermudese Asphalt Company, especially on the Asphalt Lake Guano Works. A re-

ceiver was appointed.

President Castro some weeks ago denanded \$9,650,000 of the New York & Bermudese Asphalt Company, alleging that the company had given aid to the late revolutionary movement, causing the Venezuelan government to expend

OLD WORKS DESTROYED.

Turkey Red Dye Company Suffer From Fire-Was Established Fifty Years.

Providence, R. I., July 26.-The Her 300 passengers were taken off by a tug and landed at Rockland. The of this city, were destroyed by fire this Headley, Annie Hunden. Lily T. Keith. Headley, Annie Hunden, Lily T. Keith, slowly in a thick fog. She is one of the largest and finest steamers owned by the Lamont, Flora C. Laurence, Annie F. Eastern Steamship Company. The ex-The Turkey Red Dye Works were

established about fifty years ago, and the