

THE COAST-KOOTENAY LINE.

Of what avail to call a public meeting for the purpose of discussing and condemning the action of the government in sending out an expedition to scale the Hope Mountains? Whatever the public sentiment may be on this subject, it is perfectly certain that the Legislature, to which alone the government is responsible for a couple of years more, will support the course of the administration. The leaders of the opposition are in perfect accord with the policy of the government. There is a strong element in the House which feels that it is being humbugged, but this element is divided into fragments and is impotent as far as any concerted action is concerned. It is suspected that the influences which are moving the government are the forces which were unsuccessful in closing the Crow's Nest Southern out of British Columbia. As that company asked for nothing but permission to come in and develop the country, and there were no mountain barriers to point to as an excuse for delay, the government and the legislature were reluctantly compelled to bow to public opinion. The cry of patriotism, of the despoiling of the country by alien corporations for the benefit of foreign concerns, was raised in the House by the servants of a company which has already been proved to be discriminating against Canadians in its rates. According to evidence submitted to the Commissioner appointed by the Dominion government to inquire into the subject of railway charges, Canadian business men are handicapped in many ways and their rivals across the line given advantages because of such discrimination. It is claimed that in many cases the railway tariff is sufficient to overcome the advantages which our fiscal tariff is supposed to confer upon our mercantile houses. These acts of corporations which are operating under franchises conferred by this country and upon capital donated by this country for what was intended to be the good of the country, will no doubt receive attention and a remedy be found for the evils. The point we should not lose sight of in British Columbia is that when the loyalty cry is raised by a political party or a great corporation the party raising it should be closely watched.

Despite the intimation of Sir Wilfrid Laurier that the people of the coast cities are entitled to a direct line to the rich mining districts of the interior to enable their merchants to compete with those of the East who have access to these markets over the Crow's Nest line, and that the Dominion government would favorably consider the question of a subsidy for such a road, it will not be built while that servant of the C. P. R., the present legislature of British Columbia, can prevent it. The company has command of the situation at present. It has the long haul from the East and the indirect route from the coast. Any change would be to its disadvantage. The presence of a rival in the field would probably be considered a calamity. Yet it will be compelled to give way some day, and, as we have pointed out before, the result of its efforts to hold Manitoba in check does not seem to warrant its attempting the same game in British Columbia. When governments and corporations go up against the will of the people, the ultimate result is never in doubt.

CONDITION OF THE BOERS.

There is a well-defined impression that the end of hostilities in South Africa is at hand. The correspondence recently captured shows how hopeless the position of the burghers in the field has become. Mingled with their despair is natural resentment at the action of those who are urging them on living in peace and security in Europe, drawing good salaries from unknown sources and upon their imaginations for facts regard to the attitude of Europe and dissonance among the British which portend ultimate success for the republicans. The Boers have astonished the world by the pertinacity of purpose they have exhibited and the amount of supplies and ammunition at their command. That phase of the war should have closed the months of the pro-Boers in Britain and the United States, who base all their denunciations of the British on the proposition that the Boers are peaceful and inoffensive keepers of flocks and herds, and were unprepared for the contest which their antagonists forced upon them. The proof has been placed before the eyes of all who will examine it that Dutch South Africa had been preparing for conflict for years, had taxed everything that was taxable belonging to British residents for the express purpose of laying by the necessary stores, ordnance and ammunition, that Kruger and his advisers acted when they thought the time for which they had been waiting had arrived and that there was no power on earth capable of stopping them from sweeping on to what they conceived to be their destiny. Yesterday we gave the testimony of a Free State barghest on this point. He, no doubt along with thousands of his countrymen, was forced to take up arms. The leaders of the governments gave the word and the burghers had to obey or be shot as cowards. Little doubt the same conditions prevailed in the Transvaal. The peaceful and industrious were sacrificed to gratify the ambitions of Kruger, Steyn and the clique which had obtained access to the inner councils of the Bond. The flower of the population is in exile; the men who, given the opportunity, would have made and yet make South Africa a great nation, are in captivity. The agitators, the men who are responsible for

the calamities which have overtaken their countrymen, rendered desperate by the failure of their schemes and ambitions, are carrying on a desperate guerrilla warfare. The schemers in Europe are urging them to persevere, taking no thought of having no regard for the prisoners who have been distributed on islands in far distant parts of the world or for the sufferings of the old men, women and children whom it has been necessary for the British to gather together, feed and clothe. Abuse is all the thanks the conquerors get for their acts of philanthropy. Authorities on war point out that it is a mistake; that the British are neglecting to make use of a chance of bringing the war to an immediate close by suffering the obdurate Boers to behold the tribulations in disease and famine of those for whom they should be laboring instead of spending their time and their strength in profligate war. Some have even advanced the plea that it would be a merciful act and in the end a saving of life to let the women and helpless children go and cast the responsibility for the results on their natural protectors. That was the policy pursued by the Northern generals when they laid in waste the South during the rebellion. But the British say no; the helpless ones have cast themselves upon us for protection and we shall do the best we can for them under the circumstances. What an uproar there would have been in the world if a contrary course had been pursued. The yellow journals would have turned purple in their indignation and horror. If the German Emperor undertakes and should succeed in conquering the Boer Empire in Europe that it is time for it to close up its books and go out of business, saving what it can of its booty, he will be doing a good service to humanity. He should take pains first, however, to impress upon the Boer forces still in the field that there is no possibility of any abatement of the British terms. Equality before the law and the same political rights for all, with self-government as we have it in Canada and Australia when the conditions of the country will permit, should be satisfactory to all reasonable men. Oligarchical government in South Africa is dead forever.

WHAT MIGHT HAVE BEEN.

The Colonist says the government must find out whether a direct line from the Coast to Kootenay is feasible from a commercial point of view. What a considerate government! A plain, matter-of-fact administration would let the eager companies take all the chances. Railway men like Jim Hill or Van Horne usually understand all about the prospects of undertakings in which they place their capital. Our contemporary might as well be honest and admit that everything in connection with the Coast-Kootenay road and the government's railway policy generally has resulted just as was predicted. The C. P. R. did not want to build, and it desired any other company to be kept from building. The wishes of the "master of the administration" prevailed, and now the servant has to furnish the public an excuse for obeying the behests of his master. The public cannot but admire and wonder at the hypnotic powers of the agents of the great Canadian corporation. But we must not forget that the present stagnation has resulted from the patriotic desire of the government and its friends, who write letters bubbling over with the froth of loyalty to the Colonist, to preserve the C. P. R. from falling into the grasp of the men who compose the great American octopus, J. Pierpont Morgan, Jim Hill and others. If the Coast-Kootenay road had been built the C. P. R. would have been absorbed and the Stars and Stripes would have floated from the masts of the Empresses. They might then have called at Victoria occasionally, and possibly we should have been spared the spectacle of the steamers of the C. P. N. Company gradually disappearing to be operated from another port.

CANADA'S POSITION.

Officials of the government at Washington are quite sure that Great Britain has decided to recede from her position in the Nicaragua canal misunderstanding and that the Joint High Commission will meet again in the autumn in deference to the ardent desire of Canada for improved relations with the United States. No Canadian can speak for Great Britain, for she has turned a complaisant cheek to the Yankee hand so often that it is difficult to say what she will not concede for the sake of winning a smile from her truculent neighbor. As far as Canada is concerned, our day of appeal has passed. We have set our face in another direction and can afford to wait until the humor for a closer relationship overtakes the other party. Indeed we are not sure that the other party is not the more anxious one all ready. New York and Boston Chambers of Commerce, which must be considered commercial bodies of some importance, have passed resolutions in favor of reform in trade relations with this country. Chicago has long gazed wistfully towards the fertile plains of the Northwest and wondered what her growth would be if that immense territory were added to her trade zone. But the politicians of the United States are not amenable to any of these influences. A country is not ruled by common sense, but by the prejudices of the electorate. Canadians are not greatly grieved at these things. They realize that if avenues were opened and trade were to settle into them the business created might be choked off summarily at the

whim of some patriotic protectionist without notice or leave. The doctrine that treaties only exist as long as the United States is willing is now generally accepted, and if Great Britain yields in the Clayton-Bulwer affair a precedent will be created which will be very convenient in the future. Canadians are not at all anxious for reciprocity with the United States. They have discovered markets which pay equally well and which have the merit of absolute permanence. They have tutored themselves into an understanding of the demands of that market and they are yearly gaining more of the confidence of its consumers. We are anxious for the settlement of the boundary dispute. We think the United States owes a duty to herself, in view of her stand upon such questions in the past, to submit the disagreement over the Alaska boundary to arbitration. We believe our government is prepared to yield anything within reason to arrive at a settlement of a question which has created so much ill-feeling and which will become more difficult of amicable adjustment with every year that passes and every settler who takes up his abode there. "There is nothing to arbitrate"; "not a foot of American territory shall be yielded up." These are the only replies we have so far received to our protests, and we submit they are not worthy of a great nation, still less of a people who are eternally preaching about national philanthropy and the sacrifices they have made to free the downtrodden. Of course there is no possibility of trouble other than recriminations of politicians and the press over this matter. Even if the United States and Canada were as evenly matched in population as they are in every other way, we believe war would be the last thought that would enter the minds of any but a few lunatics, and there has since been no case of complaint. The number of the diminutive chaps at present arriving is not at all alarming. What the Dominion government thinks about the communications of the Colonial Secretary remains to be seen. The government of the Mikado objects to his imperial Majesty's subjects being classed as inferior to any people. Governments may remove the ban but they cannot control feelings.

THE HOPE MOUNTAIN.

To the Editor:—Regarding the controversy going on daily about the Hope Mountain railway, permit me to make a few remarks, speaking from a personal knowledge of the proposed railway route by having travelled on foot and horseback at least a dozen times over this ground from Fort Hope to Princeton, via the Similkameen, Granite Creek and Otter Flat, now the new town of Tulameen. In the first place, the so-called Hope Mountain has nothing whatever to do with the proposed railway. It is only a conspicuous peak of the range of Fort Hope, which nestles at its foot on a plateau about 50 feet above the usual level of the Fraser river, on the north side of the little town of Coquihalla river enters the Fraser here. The route follows for a couple of miles of almost level land to the Coquihalla river, which it crosses and recrosses, and follows the wagon road a distance of something over 20 miles from Fort Hope, to one of the branches of the Skagit, which is here crossed. This is as far as the route follows the mountain, and in 1864 built this road, intending to reach the Similkameen. This seems to be pretty good evidence that it would be practicable to build a railway. After this crossing the trail follows a rough country until a few miles after leaving Cedar Flat, when you commence the ascent of the main Cascade Range, which at the time I speak of was in order to shorten the ascent of a few hundred feet, made in a zigzag, after which, in a few miles of a far from steep incline, you reach the summit of the Cascade Range, which is for a few miles a level plateau, with very low hills on either side, entirely preventing any snowdrifts. After passing here you have a gradual descent to Princeton, on the Similkameen, and the Hope Mountain ghost has been passed.

BOER ATROCITIES.

I think it will not be difficult to find at least one hundred men in Victoria who have traversed this route, and who will agree with me that no difficulty exists for a railway from the Fraser river to the Similkameen. W. JENSEN.

ON JELLIES.

London, July 27.—The difficulty of procuring domestic servants has long been the bane of household life in England, which condition is responsible for creating demand for lady servants. This phase of the affair has reached a climax. The Morning Post this week printed the following advertisement: "Wanted—A lady to groom and take care of a small pony and to assist in house work of a small house in the country. The cook is a lady and no servants are kept. Only gentlemen need write." Lady cooks and lady scullery maids are becoming equally so.

regard for the feelings of their fellow-beings. The lives of the natives have never been regarded by the Boers as of any value. The British have been regarded with contempt because of their belief that there was as likely to be a soul in the poor bruised black body as in that of its driver, oppressor and murderer. That belief and the divine feeling of pity for the wretched and the chief cause of the estrangement between the Briton and the Boer. They were the remote, but none the less the real, cause of the present war. The Boer considered people who had regard for the rights of native races as effeminate, and unfortunately they were confirmed in this opinion by the actions of British governments. Now that the day of final settlement has come the world beholds the sort of men fanaticism united with brutality produces. The true spectacle of present-day placed in the scale of field of the inevitable and most of them admit that they made a mistake. The parasites, the barnacles, the ruffians and all who have lived upon the toil of others are still in the field and the world beholds the work of which they are capable. To a certain extent it may be said to be the legitimate fruits of war. But no man of British race would be guilty of such deeds. The note from Mr. Chamberlain in regard to Japanese immigration may be taken as an intimation that the clouds still hang low over Asia. Japan is too valuable an ally to be lost to the British over trifles at the present time; and after all the grievances of a few thousand people in British Columbia weigh but little when placed in the scale in opposition to the political schemes of an Empire. Besides, the Japanese are a self-respecting race and not likely to force themselves upon people who do not desire their company. Once they land in this country of plenty, however, they are not likely to go back home again. When they are here they must have employment; hence the gathering on the fishing "grounds." On the attitude of the people of British Columbia being drawn to the attention of the Japanese government, it stemmed the tide of immigration and there has since been no case of complaint. The number of the diminutive chaps at present arriving is not at all alarming. What the Dominion government thinks about the communications of the Colonial Secretary remains to be seen. The government of the Mikado objects to his imperial Majesty's subjects being classed as inferior to any people. Governments may remove the ban but they cannot control feelings.

STRIKE MAY SPREAD.

Furnaces in Mahoning and Shenango Valleys Are Likely to Be Shut Down. Pittsburg, Pa., July 27.—The Post says a serious spread of the steel strike is now threatened in an unexpected quarter. From the sheet, steel, hoop and tin mills the contest is expected to reach into the furnaces in the Mahoning and Shenango valleys, and cause a complete shut down of these plants. It would throw many hundreds of men out of employment and curtail the production of raw material as well as the finished lines.

HIGHLY PAID ARTISTS.

Musicians and Operatic Stars Receive Large Sums for Performing in Private Parties at Blenheim. London, July 27.—Never before have musicians and operatic stars received such very large sums for performing in private as they have done this season in London. Kubelik, the youthful violinist, is easily the lion of the lot. He never played at a private concert for less than 120 guineas, and generally got 200, and there was scarcely an evening that he was not found at the house of some millionaire. One well known woman gave a Kubelik party each week, and not satisfied with paying the maximum sum for his services, presented the virtuoso with a Stradivarius worth £1,500. Mme. Melba's London agent asserts that she has received 500 guineas twice for appearing at private parties, which works out at about 125 guineas per song. Paderewski got 1,000 guineas for two performances in houses on Carlton House terrace. In many cases these large sums are paid by Americans.

PERFORMERS RECEIVE MORE FOR THIS CLASS OF ENTERTAINMENT.

The Duke and Duchess of Marlborough have been entertaining elaborately, giving week-end parties at Blenheim, although of course these functions do not compare with their great political fetes to be given at Blenheim on August 10th. The Duke and Duchess dispense hospitality in the most lavish manner. A small army of footmen, wearing the picturesque liveries of the house of Churchill, embroidered with mottoes, attend the guests at Blenheim who go to dinner in a stately procession to the accompaniment of a string orchestra. Blenheim has been thoroughly renovated, and every modern luxury that wealth can devise has been introduced, including motor cars.

OBITUARY.

A. H. Sheldon, Secretary of the Ocean Steamship Company, is Dead. San Francisco, July 27.—A. H. Sheldon, secretary of the Ocean Steamship Company, and several of Streckley's Hawaiian sugar plantations, is dead from a shock caused by a surgical operation. He was a native of Vermont.

THE MAINE LAUNCHED.

Philadelphia, July 27.—The battleship Maine was successfully launched at Cramp's yard this morning. An immense crowd witnessed the launching. There was not a hitch to mar the success of the big battleship's dip.

Baby Laughs. When mother gives him Baby's Own Tablets; they taste good and make him well and happy. They are mother's help and baby's every day friend. Contain no "sleepy" drugs, no poisonous "soothing" stuff. Nothing harsh or griping. Baby's Own Tablets REGISTERED. Allay the irritation accompanying the cutting of teeth, cleanse the bowels, prevent diarrhoea, aid digestion, cure colic, and all the common ills of little ones. No cross, crying children, and no sleepless nights for mother in homes where Baby's Own Tablets are used. Mrs. David Cooper, Oak Point, N. Y., writes: "Baby's Own Tablets are an indispensable medicine in every home where there are infants and young children." THE GENUINE PACKAGE LOOKS JUST LIKE THIS. Sold by druggists or sent post-paid on receipt of price (25 cts. a box) by addressing THE DR. WILLIAMS MEDICINE CO., BROCKVILLE, ONT.

Sailing of Shamrock II.

The Challenger To-Day Started on Her Trip Across the Atlantic. Favored By Wind She Started Out Under Her Own Canvas. Gourock, Scotland, July 27.—Shamrock II, accompanied by the Erin, sailed at 10.30 o'clock this morning for New York. Great enthusiasm was displayed as the challenger departed. Capt. Seymour decided to go out under canvas, and he was favored with an easterly wind sufficient to keep the flags streaming in the direction the yacht had to sail.

THE CHALLENGER TO-DAY STARTED ON HER TRIP ACROSS THE ATLANTIC.

The challenger cut a strange figure with her stunted spars and scanty canvas as she lay ready to start. At 10 o'clock Sir Thomas Lypton and Mr. Watson boarded her, and a few minutes later the challenger's moorings were slipped, her head sails broken out and Shamrock II. slipped away on her voyage across the Atlantic. Thousands of persons gathered along the shore and on the pier at Gourock and greeted the yacht's departure with a great outburst of cheering again and again renewed. Hats and handkerchiefs were waved, guns saluted, and steam whistles and sirens shrieked. Shamrock's racing flags at the masthead and led by Sir Thomas, gave a hearty response to the greetings. For miles along the shore crowds occupied every vantage point, and the cheers passed from group to group until the challenger, with her racing flags at the masthead and led by Sir Thomas with the Stars and Stripes flying at her fore, disappeared from sight.

LADY SERVANTS.

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Miners and Their Wages.

The Conference With Mr. Dunsuir Ended Unsuccessfully For the Men. Extension Mines May Close for a Time if Company's Terms Are Refused. Nainaimo July 27.—Hon. James Dunsuir was interviewed yesterday by Extension miners regarding the wage scale for the ensuing year. The conference ended unsatisfactorily. The miners decided to quit work to-day and had a mass meeting at Ladysmith. Five hundred men met there this forenoon, with strong speeches for and against the company's proposals were made. A large section of the miners are discontented with the conditions, and those conversant with the trouble say a strike is inevitable. It is learned that Mr. Dunsuir has given the miners his last word in the matter, and will not recede from the position submitted. He was at Ladysmith this morning.

INCREASES IN MISSOURI.

Indianapolis, Ind., July 27.—It is announced that the national headquarters of the United Mine Workers of America that the Missouri operators and miners have signed the new scale recently proposed. There is sufficient depth of water to insure the sufficient buoyancy of the water evidently by proportion to the depth. The present course, I think, the best we ever saw, much better than the river at Portland or the Red river at Winnipeg. I think we could fix Argonauts all right if we had here," he added significantly.

PENNSYLVANIA FIRE.

York, Pa., July 27.—The machine shops of the American Machine & Foundry Co., Hanover, were destroyed by fire to-day. The loss is estimated at from \$75,000 to \$125,000. This plant was owned by the American Tobacco Company.

ORDERED TO WORK.

Chicago, Ill., July 27.—The striking iron molders of Chicago have been ordered by the officers of the national organization of molders that they must return to work immediately or allow other union workers to take their place.

SCEPTICS TURN BELIEVERS AND ARE CURED.

Dr. Agnew's Catarrhal Powder a Great Blessing. "When I read that Dr. Agnew's Catarrhal Powder could relieve Catarrh in 10 minutes I was far from being convinced. I tried it a single puff through the blowers attached to my nostrils, stopped pain over the eyes and cleansed the nasal passages. To-day I am free from Catarrh." B. L. Egan's (Easton, Pa.) experience has been that of thousands of others and may be yours. Sold by Dean & Hancock and Hall & Co.—11.

The Juniors Will Do Battle A To-Day—The Race of the Seniors.

Race Between the Seniors Expected to Prove an Exciting Event. The Vancouver Four Not Inclined to Compete for the Helmecken Cup. Perfect weather favors the opening of the annual regatta of the N. P. C. at Shawnigan lake this afternoon would appear that the association who had bestowed the best in his w... commodity box. This morning at 9 o'clock a large number of passengers were carried by E. & N. trains, many taking advantage of the opportunity to give up the day's picnic, the pleasure of which was enhanced by a view of the regatta which commences this afternoon. The first event is scheduled for 4 o'clock, and consists of the laps club races. The interest is quite extensive as the question of supremacy has always been the subject of no less animated debate. There could not be a more opportune time which to decide the point on than all than at the regatta which will ensue to-day and to-morrow. The principal event is the international fours. In this there are four of the J. B. A. A., the Vancouver, 2 and Portland crews. As the only one have been practicing faithfully an race should be closely contested. In connection with the flags mark the various distances of the regatta. It is interesting to note that the invention of A. J. Dallain, of this city. Mr. Dallain is a regular ever there was one, and in preparation and its accessories he hit a happy idea in regard to the flags, will undoubtedly be greatly appreciated by the oarsmen. Something besides ordinary flag racing is required. This is because, if there was no wind drop and be scarcely visible a distance; if a breeze sprang up, it would be as great, if not more, as the flag would flap in all directions. Mr. Dallain's idea, which has carried into effect, is as follows: A top of the pole is the ordinary flag midway are two flags which interpendicularly in the shape of an Andrew cross. Consequently, the tapers not from which direction the are viewed they can always be seen. At the three-quarter mile the crossed flags are blue and white J. B. A. colors. The idea of this arrangement midway up the pole is that as the is nearer the steersman will have destination almost on a straight while he may be guided from the tance by the position of the flags. The train left to-day at 9 o'clock 2 p.m., and carried large numbers to scene of the regatta. This evening's train will leave at 10 o'clock to enable lovers of music to take a hand concert by the regimental bands at the Strathcona hotel.

SHAWNIGAN LAKE, JULY 26.—10.30.

—Everything is in readiness for the regatta which opens here at 3.30 this afternoon. All the crews were out yesterday and went over the course, a unit in procuring it the best that has hove overboard. Dan O'Sullivan, the veteran of the torian team, is looking for a lower record as a consequence of the present crew, "A lake is better than a salt water," he said this morning he pointed out the course, "There is sufficient depth of water to insure the sufficient buoyancy of the water evidently by proportion to the depth. The present course, I think, the best we ever saw, much better than the river at Portland or the Red river at Winnipeg. I think we could fix Argonauts all right if we had here," he added significantly.

THE RACES, BOTH TO-DAY AND TO-MORROW.

The races, both to-day and to-morrow are considered by those who have watched the respective teams at work to-day. Nelson juniors hardly hope to hold the regatta more for the sake of making a start in the new season, and it is possible only for the interior city. Victoria's juniors broke one of their seats on Wednesday, but a new one brought up to replace the wrecked one brought in from Victoria this morning. The regatta was not allowed to start on Wednesday, and tents pitched on the lawn. The banquet will be held Saturday night in the Knights of Pythias hall in the morning at 11 o'clock at the Strathcona hotel. The banquet will be held Saturday night in the Knights of Pythias hall in the morning at 11 o'clock at the Strathcona hotel. The banquet will be held Saturday night in the Knights of Pythias hall in the morning at 11 o'clock at the Strathcona hotel.

The Great Regatta.

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