LOCAL NEWS

FROM TUESDAY'S DAILY.

Little Boy Drowned.—Harold Frederick, the five-year-old son of H. A. Frederick, of the Windsor restaurant, was drowned in the harbor near the old government wharf on Friday evening. His body was found near Jones' boat house yesterday. Evidently the little fellow had fallen in while playing on the rocks near the government wharf. He appeared to delight in being near the water and several times Mr. Jones sent him away from his place as he feared that something would happen to him. His straw hat, which was held on his head by an elastic string, apparently kept him up, for the body was floating upright when found. An inquest was held yesterday afternoon by the coroner, Dr. Hart, and verdict was returned of "found drowned," with a rider recommending property owners along the waterfront to prevent children from playing on their grounds.

Time Extended.—The time for receiving tenders for the iron fence opposite the warden's residence at the penitentiary, New Westminster, has been extended to September 30.

(From Wednesday's Daily)

Boilers Inspected.—Mr. Baxter, the provincial inspector, made an inspection yesterday of the boilers for the machinery to be used in the C. P. R. Hotel foundation work. The dredge is on the C. P. R. wharf, and as soon as the other machinery is in position, it will be hoisted into its place.

Successful Hunter.—Dr. Mayo Robertson, of London, England, one of the leading English surgeons, who attended the medical convention in Vancouver a short time ago, left for the Old Country yesterday morning. He spent two weeks near Alberni on a hunting trip and secured two splendid elk heads, a panther and several deer.

Select Piano.—The exhibition committee have selected a Heintzman & Co. piano for orchestral and concert use at the forthcoming exhibition. It will be supplied from the warerooms of the local agents, Messrs. Waitt & Co. The instruments made by this old firm, which has been established for over fifty years, are invariably used at all great musical functions throughout Canada, and by reason of their reputation are worthy of this undoubted supremacy.

Pilot Honored.—Capt. William Owen, senior pilot of Liverpool and commodore pilot of the White Star line, has had the medal of the Royal Victorian order conferred on him by King Edward. Capt. Owen had successfully piloted the Royal yacht Victoria and Albert on the Mersey during the recent Royal visit there. He has been in the service of the White Star line since 1883, and is regarded as one of the most careful and experienced pilots connected with the port of Liverpool. Interest here in his distinguished recognition centres in the fact that he is the father of Capt. W. D. Owen, one of the Nanaimo pilots, and R. H. Owen, in the office of J. H. Greer, Yates street.

Victorian for Fiji.—Among the passengers on the Australian liner Manuka last night was R. B. Powell, who has obtained a position at Fiji, under the colonial government. His commission is from Colonial Secretary Lyttleton. Mr. Powell has acted as private secretary to Sir Henri Joly de Lotbiniere for several years, and his courtesy and attention to his work won the respect of all who knew him. Since J. F. Foulkes left to join his company in South Africa, Mr. Powell has been the best all-round lawn tennis player on the coast. This year he particularly distinguished himself. He won the international championship, the British Columbia championship, and he and D. Hunter captured the B. C. doubles champion title. Then, at Portland, he carried everything before him, taking the singles, doubles and mixed doubles. "Robbie," as he is known to his friends, will be missed very much. He was prominent in society circles, and, having considerable musical ability, was always in great request. His friends wish him every success in his new work.

Black Watch Band.—The Black Watch band and pipers will travel by special train throughout their Canadian tour, in special sleeping cars with dining car attached, and will live on board the train. The party will number 65. They will be accompanied by Major Rose, the senior major of the regiment, who has had a most distinguished military service, and who is a relative of the late Lord Strathnairn, better known as General Sir Hurh Rose, one of the most notable commanders the army has known since Wellington. The bandmaster is E. T. Murray, a musician of high standing, of whom critics have spoken in the highest terms. He has made a splendid impression by his admirable style of conducting. He can play nearly every instrument in his band, and was decorated with several medals. The Black Watch bandsmen have all seen active service. Their uniform at the concerts consists of kilts, being of the famous dark blue plaid with red-striped stockings and garters, white gaiters and white tunics with the tartan, and they wear the Glengarries, excepting on parade, when they wear the big feather bonnets. The pipers of the reziment wear a different tartan from the bandsmen, being a brilliant red plaid and their tunics are dark green. They carry very fine bannerets with their pipes.

FROM THUURSDAY'S DAILY.

Sheriff Richards.—Sheriff Richards returned to the city on Sunday from the Green river sanitarium. He says that his treatment there has proved beneficial. It is not yet quite completed, however, and the sheriff will return there on Friday next.

Williams-Johnson. — The marriage took place at Vancouver on Tuesday of Jack Williams of Victoria, and Miss Mabel Johnson of New Westminster. The Rev. Robert Laird performed the ceremony. The newly married couple will make their home in this city.

Improving the Road.—In accordance with the established policy of the company the E. & N. Railway is receiving constant attention at the hands of repairing and improving staffs. Where ravines cannot be conveniently filled in structural steel bridges are being placed. The E. & N. roadbed now compares favorably with that of any in the country.

Mr. W. F. Kenney Here.—Mr. W. F. Kenney, assistant general freight agent of the Great Northern railroad, arrived in the city yesterday. In coming to Victoria just now, Mr. Kenney follows the example of a large number of prominent railroad men. He says that he is here in the course of a tour of the various branches of the road and that his visit has no particular significance.

B. C. Fruit Exhibit.—The B. C. Agricultural Association has received the following letter from F. W. Heubach, general manager of the Dominion exhibition at Winnipeg: "I have very much pleasure in forwarding, under separate cover, the card for the silver medal awarded to you at the recent Dominion of Canada exhibition. I also beg to be permitted to offer my congratulations on the excellence of your display. Our medals have not yet been received from the maker, but we expect to have them in the course of a very short time."

"D. W. H." Returns. — Last evening Mr. D. W. Higgins arrived home in Victoria from his tour of the East. He has succeeded very well with his book of tales, several copies of which he has brought with him from the publishers.

Painting the City Hall.—Painters are at work on the upper portions of the City hall, and are making a great improvement in the appearance of the building. It is expected that they will be through by the end of the present week.

Wonderful Trip Of Capt. Voss

London Newspapers are Full of Stories of Cruise of the Yacht Tilikum.

Great Advertisement for Victoria Caused From Voyage of Indian Canoe.

The newspapers in London, Eng., are filled with stories of the wonderful adventure of Capt. J. C. Voss, of Victoria, who traveled around the world in his Indian canoe, the Tilikum.

He left Victoria on May 21, 1901, and reached England in three years, three months and twelve days.

After leaving British Colombia he steered a southerly course, crossing the equator about 122 west longitude. He established the most friendly relations with natives of Peurhyn islands, and even cannibals of this and adjacent groups in the South Pacific manifested no hostile feeling during his stay of seventeen days.

From the capital of Fiji to Sydney was a run of 1,300 miles, and it was on this part of the trip that a fatality occured.

The voyage around the Australian coast was attended with an unexpected incident at Melbourne. Here the frail craft was damaged by the negligent use of a crane, and Capt. Voss brought an action for damages, which he won. From Melbourne he went up to Ballarat, where he took part in the regatta, conveying the canoe for this purpose to a latitude of 1,400 feet above sea level.

The course from Melbourne was to Adelaide, thence to Hobart and to the most southerly point of New Zealand. She encountered at times very rough weather, and when he put in at Christchurch the skipper was able to give before 7,000 people a demonstration of the value of a patent sea anchor, by the use of which the boat had lived through heavy seas. He had put the anchor to a practical test off the Australian coast, which had enabled him to weather a four days' gale. He gave a second exhibition at Wellington.

From Auckland he went on on eighteen days' trip to New Hebrides, and here his health having failed somewhat, the adventurous voyager made for Thursday island in the Torres straits, hoping to obtain some form at least of medical aid. The island was, however, found to be uninhabited.

A run of 2,000 miles across the Indian ocean brought the Tilikum to Rodriguez island, which is a cable station, and where the canoe was reprovisioned.

Subsequently Capt. Voss landed at Durban, South Africa, and went on to Wirsmith, Colenso, Pretoria and East London.

From Cape Town the voyage was to St. Helena, and he reached Pernambuco on May 21st, exactly three years from the date of sailing.

Arrival at Azores was delayed owing to the indisposition of the lady who was suffering from long confinement to so restricted an area as the deck of his canoe, and for want of exercise.

Making his course after thirty days' sickness to the English coast, Capt. Voss spoke two British vessels, one of which he boarded. Good weather prevailed in the North Atlantic, and twenty-two days' run ended at Margate, where Capt. Voss was welcomed by a large concourse. He shook hands with at least 500 people, who had watched the Tilikum enter the harbor, and had pressed forward to congratulate him. Voss intends to publish a story of his voyage in book form, for the captain's experience on the cannibal islands of the Pacific would in itself render it a remarkable book of adventure.

"At the time of my arrival at New Hebrides," he said, "the natives had slain a woman. A missionary went to protest against their conduct, whereupon the wretched creatures bent him off with bones. The islanders of the New Hebrides are just as brutal as 300 years ago, but I learned that the rite of burying the chief's widows alive in their husband's grave has been abolished by the French."

Their Humphreys islanders gave us a great reception, and the King of Manahiki invited the mate and myself to a banquet. His Majesty and household, sitting at a little distance, watching us eat. Although there were only two of us, enough food was supplied for three hundred. In the centre of a table was a roasted pig that weighed about 150 pounds. Native girls came in two by two and placed gaudily decorated straw hats on our heads.

"No sooner had one girl thus crowned us than another one followed until there were between thirty and forty hats on the floor. The mate jokingly declared he would embrace the next girl who thus decorated him. The King requested that the mate's words be interpreted, whereupon he laughed uproariously and whispered to an attendant. Much to the mate's chagrin and general amazement a wizened old woman hobbled in with the next hat, and the King commanded that the promise be carried out. The mate, however, declined.

"Yes, the King of Manahiki was very hospitable. He even offered two of his daughters in marriage to the mate and myself, but I respectfully explained I was already married, and the mate swore he would be true to the Australian lass he was engaged to, in spite of all the Kings of Humphreys islands.

"Penrhyn is not one of the cannibal islands," Voss proceeded, "but strict moral laws prevail there. I was astonished during our stay on the island at seeing a couple walking hand-in-hand through the village, and all the other men, women and children pelting them with tin cans, cocoanuts, shells and stones. I ascertained they had been seen out together the previous night about 10 o'clock. The rule that every one must be in bed at that hour is strictly enforced."

Upon a small uninhabited island on the eastern side of the Fiji group Capt. Voss found a human skeleton, near which lay an old gun. There were indications that the man had fallen a victim to the cannibals, but the captain asserts that the worst of the cannibals will not inflict that fate upon white people. He has in his possession the skull of the unfortunate castaway on the nameless island.

Drumburton's Loss Well Covered

Exceedingly Interesting and Novel Marine Insurance Case.

British Ship, and Part-Owned in Victoria Was Valuable Craft.

San Francisco, Sept. 21.—It is an ill wind that blows nobody good. The baffling breezes that set the British ship Drumburton on the rocks at Point San Pedro caused the loss of a stout vessel, caused her master to lose his license for a period of three months, but if the statements of Captain John Barneson are to be taken as truth, the owners of the vessel did not suffer as a result of the wreck. On the contrary, it is apparent from statements made before the naval board of inquiry that there is sometimes profit in losing a vessel.

The board of inquiry which convened at the British consulate ordered that the certificate of Captain William Thomas, master of the Drumburton, be suspended for three months, it having been decided that he was responsible for the loss of the vessel. Incidentally Captain Barneson, part owner of the vessel, gave testimony before the board that showed that the loss of the ship was more than made up by the insurance she carried.

He stated that the hull of the Drumburton was valued at $40,000, and that she was locally insured to the value of $38,000 and carried an insurance policy on her unearned freight of $12,000. In all, the insurance on the vessel exceeded her value by $10,000.

Captain Barneson figured in the transport scandals of three years ago, at which time he was marine superintendent. Since leaving the transport service he has been engaged in the shipping business. He is the managing owner of the Drumburton. His testimony was taken Friday by the naval board, and part of it was considered of such importance that it was incorporated in the findings of the court. The decision of the court reads:

"The court finds that the hull of the Drumburton is insured locally to the value of $38,000, with $12,000 on her unearned freight; that she was abandoned to the underwriters on the 5th of September and formally abandoned on the 6th. Subsequently she was sold to John Barneson for $3,000 less expenses."

Before the naval board Captain Barneson stated that he was managing owner of the Drumburton; that her hull was valued at $40,000; that the Western Commercial company, an American corporation, owned 533 shares in the ship, and that he personally owned twenty shares. The remaining shares, he stated, were owned by Britishers of Victoria.

In finding Captain Thomas responsible for the loss of the Drumburton on the 3rd of September, the board stated that he erred in neglecting to anchor in the thick fog that prevailed. The decision reads:

"The wrongful act of default of the said William Thomas in anchoring contributed directly to the loss of the ship." The decision states that the course set by the captain at noon on the day the Drumburton was lost should have brought him back to the lightship. Instead, the vessel passed south of the south bar buoy, and this, it is claimed, should have indicated that strong currents were setting him out of his course. Then, it is argued, he should have come to an anchor.

Again, the board finds he erred when he had been set far to the eastward, and he should have dropped anchor immediately. Some stress was laid on the discrepancy of the testimony regarding the weight of the lead that was passed. The skipper claimed a seven-pound lead was used and the first officer averred that he cast a twenty-pound lead.

The naval board consisted of Courtney Bennett, the British consul-general, Captain Thomas Wood of the British ship Iquique and Captain George Shapman of the British ship Peleus. Captain Shauman approved of the findings of the court, but dissented when sentence was imposed. He was in favor of dismissing Captain Thomas with a reprimand.

How They Get Consumption.

Do you know that seventy-five per cent. of the "lungers" contract consumption because their power of resistance fall so low that favorable conditions are provided for the bacilli to develop. In a vigorous, healthy system consumption cannot take root. But in the presence of debility and weakness it finds an easy victim. In other words sow weakness—you reap tuberculosis.

Nothing so far discovered equale Ferrozone in building up the weak, in developing strength, in forming nutritious blood and enduring nerves. It's hard to credit the appetite it gives, its power to digest and convert food into the kind of nutriment the system needs. Ferrozone supplies exactly what the man verging on consumption requires. If tired and weak, try it. 50c per box or six boxes for $2.50 at all dealers, or Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

OFF TO ALASKA.

Two More Steamers Leave For the Far North.

The steamships Valencia and Cottage City, both of the Pacific Coast Steamship Company, sailed for Alaska ports Monday from Seattle. The Valencia, carrying about thirty passengers, left for Ketchikan, and the Cottage City for Skagway. Among the passengers on the Valencia, which sailed at 4 o'clock Monday afternoon, was E. S. Smith and a party of ten, who are en route for the Ketchikan country.

The steamship Cottage City sailed at 9 o'clock p. m. Monday for Skagway. It carried forty passengers and a full cargo of general merchandise. The Valencia took the regular run of the City of Topeka.

WILD WEST ON STRIKE.

Indians and Cowboys Refuse to Continue Work Under a Receivership.

St. Louis, Sept. 19.—Three hundred and fifty Indians, cowboys and men representing the troops of various nations employed with the Cummings Wild West show, on the Pike at the World's Fair, struck today and will leave for their homes, it is announced. Everything is quiet at the grounds, no outbreak of any sort resulting from the sticke. Last Tuesday the show went into the hands of a receiver, who put Capt. Visser, formerly with the "Boer War," another show on the Pike, in charge in place of Cummings. Today, when the Indians, cowboys and soldiers drew their pay, they were asked to continue at work under the new management. This they declined to do, it is stated. Among the number are eleven chiefs.

Dominion Trades Labor Congress

The Annual Session of Unionists Opened at Montreal Yesterday.

Liberal Government Condemned for Breaking Its Promise.

Montreal, Sept. 19.—The Dominion Trades and Labor Congress opened its session here today with about one hundred and fifty delegates in attendance. President Flett was in the chair. The morning session was occupied in receiving an address of welcome from Mayor Laporte. At the afternoon session President Flett delivered his annual address. In it he referred to legislation introduced at the last session of parliament and condemned the government for not having kept its promise to give a day for the discussion of Ralph Smith's union label bill. He referred to the Mulock alien labor bill, which he declared was not brought down until late in the session and met its death at the hands of the Senate by design and malice aforethought.

He pointed out the necessity of having larger labor representation in the House of Commons and urged unionists to only support those candidates who will promise to support labor legislation. He declared that something must be done to prevent undesirable immigration.

In discussing the nationalization of labor, Mr. Flett said the strike in Sydney this summer demonstrates in a forceful manner the foolishness of the cry for the national union of labor made by opponents of labor and others. The fact of the steel workers being in that city being a purely provincial organization did not enable them to receive any more consideration of capitalists, nor prevent them from calling the militia when asked for restoration of wages to that formerly paid, nor did the fact of the government paying bounties of many dollars per ton on the output. This should be an object lesson to those who advocate nationalism. Capital knows no nationality or boundary line when employing labor. In conclusion he advised that fewer resolutions be brought before the congress and more time given to their proper consideration.

OFFICERS FOR THE WAR.

Discontent Among Russian Guards Regiment Over Recent Order.

St. Petersburg, Sept. 20.—(2:15 a. m.)—There is a story afloat that a sudden call has been issued to the officers of the guard regiments stationed at St. Petersburg to report for service at the front. According to the report, the order directs that eight out of a total of fifty-six officers of each regiment should be chosen by lot and drafted to serve with the regiments now in the field in the Far East. It is stated that the order has aroused great discontent. Whole regiments are anxious to go to the theatre of war, but the officers intensely dislike the prospects of the organizations being split up.

SPENCER BLOCK IN VANCOUVER

Negotiations for Transfer of Important Property Now In Progress.

The Vancouver Daily Province of Tuesday says:

The property at the northwest corner of Hastings and Homer streets is likely to change hands within a few days.

The deal has not yet been closed, though it is known that offers have been made to Mr. J. J. Thorley of between $44,000 and $45,000 for the property. There are two bidders for the lots, and the delay about the absolute sale is a question of terms.

Possibly this property more than any other has shown the advance in price in Vancouver real estate. The Royal Bank of Canada is the registered owner of the property and intended at one time to build upon it for bank purposes. Mr. Jonathan Rogers, however, made a contract with the bank to build just across the street and lease the premises now known as the Royal Bank Chambers and occupied by the financial institution on the ground floor, and by law offices and insurance departments on the second floor.

After the completion of the building by Mr. Rogers the bank purchased it outright, and established its headquarters in British Columbia on the premises. The opposite corner, which had been purchased by the Royal Bank for $18,500, was afterwards sold to Mr. David Spencer, of Victoria, for approximately $38,000, and was held by him for several years. It was Mr. Spencer's intention to building on the corner and establish a large branch of his Victoria business in this city.

Mr. Spencer, though, waited too long. In the meantime the Drysdale-Stevenson Co., Limited, did some fast work and secured the site of the present large store on Hastings street, between Richards and Seymour, and rushed the building through the winter to completion. Mr. Spencer then realized that the corner lot was too small to build upon and compete with the Drysdale-Stevenson people, and decided to sell.

Then Mr. Thorley stepped in. He purchased the Homer-Hastings street property from Mr. Spencer, and held it for sale. The offers made and the negotiations now going on will net Mr. Thorley a handsome profit.

Three real estate men were asked what they thought of the price today, and each, seen separately, agreed upon the fact that the buy was a good one at anything under $50,000, if the buyer were in a position to build.

It was stated this afternoon that a bank doing business in Vancouver was one of the bidders.

The man who puts up awnings gets paid for some rather shady transactions.

What shrunk your woolens? Why did holes wear so soon? You used common soap.

SUNLIGHT SOAP REDUCES EXPENSE. — for the Octagon Bar

Agricultural Show At Ganges Harbor

Ninth Annual Exhibition — The Prize List and the Sports.

Keen Competition In Most Departments Was General Rule.

The ninth annual exhibition under the auspices of the Islands Agricultural and Fruit Growers' Association was held at Ganges Harbor, Salt Spring Island, yesterday. The weather was all that need be desired and the attendance showed how great an interest is taken in this annual event, not alone by the islanders themselves, but by outside communities.

There was a goodly contingent from Victoria and also from Mainland points. Nearly $700 were distributed in prizes and there was keen competition in most departments. The Indian band from the Kuper Island Industrial school was in attendance, and discoursed a very creditable programme. The following acted as judges and gave every satisfaction:

Horses and swine, G. H. Hadwin; cattle and sheep, J. S. Shopland; poultry and dogs, Jas. Chalmers; bread and cake, H. Smith; garden produce, A. Campbell; field produce and orchard, R. Baker; ladies' department, Miss Hindes and Mrs. Jackson; junior department, Miss Mollet; arts, Mr. Soule.

The prize list, as far as could be obtained yesterday, is as follows:

HORSES.

Saddle horse under 15 hands in saddle—W. Wilmas 1st, A. Ward 2nd.

Saddle horse over 15 hands in saddle—W. E. Scott 1st.

Best buggy horse, shown in harness—J. Norrel 1st, H. W. Bullock 2nd.

Roadster, any age—T. Marshall 1st.

Draught mare or gelding—E. Lee 1st, Halley & Smith 2nd.

Draught filly or gelding, 1 year or over—Halley & Smith, 1st.

Mare or gelding, 3 years old or over—J. Akerman 1st, A. G. Crofton 2nd.

Filly or gelding, 2 years old—H. Sampson 1st and 2nd.

Filly or gelding, 1 year old—J. Grimmer 1st, A. G. Crofton 2nd.

Foal of 1904—J. J. Walsh 1st, A. G. Crofton 2nd.

Team (mares or geldings), driven in wagon—J. Maxwell 1st, J. C. Mollet 2nd.

Best conditioned and best groomed horse—A. Ward 1st, E. Lee 2nd.

Best gentleman driver—J. C. Mollet 1st, J. Horel 2nd.

Best lady driver—Mrs. J. Horel 1st.

Best boy rider, under 14—L. Mowat 1st, W. McFadden 2nd.

CATTLE.

Bull, pedigree, 1 year or over—W. Deason 1st, A. G. Crofton 2nd.

Bull, any breed, 1 year or over—C. W. Cundle 1st.

Bull calf, any breed—A. G. Crofton, 2nd.

Cow, pedigree, dairy—H. W. Bullock 1st.

Cow, grade, 3 years and over—A. G. Crofton 1st.

Heifer, grade, under 3 years and over 2—Mrs. Mouat 1st, A. Ward 2nd.

Grade heifer, under 2 years and over 1—J. Beddis 1st, A. G. Crofton 2nd.

Grade heifer calf—A. G. Crofton 1st, Mrs. Mouat 2nd.

Best two dairy calves—A. G. Crofton 1st.

SWINE.

Boar, any breed, pedigree, 1 year and over—J. Maxwell 1st.

Boar, under 1 year—J. Maxwell, 2nd.

Sow, under 1 year old—Mrs. Mouat 1st.

Best fat hog—J. Maxwell 2nd.

BREAD, ETC.

Bread, 1 loaf, home-made—Mrs. Gyves 1st, Mrs. Cotsford 2nd, Mrs. Mouat highly commended.

Bread, 1 loaf, home-made by girl under 15 years of age—Miss Mary Gyves 1st, Lyda Mouat 2nd, B. Lundy, highly commended.

Bread, 1 loaf, home-made by bachelor—M. Gyves st, E. Buckley 2nd.

Fruit cake—Mrs. E. Lee 1st, P. P. Bittancourt 2nd.

Fruit cake, by girl under 15—Winnie Lee 1st, Miss Coldwell 2nd.

Best display of pastry—Miss E. Lee 1st.

MISCELLANEOUS.

Best 2 hams, smoked—A. G. Crofton 1st.

Best side bacon, smoked—A. G. Crofton, 1st.

Best dressed pair of fowls for market—Mrs. Mouat 1st.

One pound fancy table butter—J. T. Collins 1st, Mrs. A. Wilson 2nd, Mrs. Mouat highly commended.

Butter, 5 pounds, in rolls or pats—E. Lee 1st, Mrs. Mouat 2nd.

Butter, firkin, not less than 10 pounds—E. Lee 1st, Miss Mouat 2nd.

Hen's eggs, fresh, 12 heaviest, white—Mrs. Mouat 1st, Mrs. J. Horel 2nd, E. F. Wilson 3rd.

Hen's eggs, fresh, 12 heaviest, brown—E. F. Wilson 1st, H. W. Bullock 2nd, E. Lee 3rd.

Collection of eggs, 6 of each variety, correctly named—R. P. Edwards 1st, J. T. Collins 2nd, E. F. Wilson 3rd.

JAMS, PRESERVES, ETC.

Jam, gooseberry—Mrs. J. Horel 1st.

Jam, plum—Miss Mouat 1st, Mrs. J. Horel 2nd.

Jam, strawberry—C. F. Wilson.

Jam, blackberry—Mrs. J. M. Jackson 1st, Miss J. Horel 2nd.

Jam, raspberry—Mrs. T. M. Jackson 1st, Miss Horel 2nd.

Collection jams (10 bottles)—Miss J. Horel 1st, Mrs. H. Caldwell 2nd.

Collection jellies (15 bottles)—Mrs. H. Caldwell 1st, J. Beddis 2nd.

BOTTLED FRUITS (WHOLE).

Plums, red—Miss Mouat 1st.

Plums, yellow—Miss Mouat 1st.

Cherries—Miss Jackson 1st, Miss Brown 2nd.

Collection bottled fruits—Mrs. Mouat 1st, J. Beddis 2nd.

Pickles, vinegar, 2 bottles—J. Beddis 1st, Miss J. Horel 2nd.

Wine, 2 bottles, home-made—J. Akerman 1st.

Cider, 2 bottles, home-made—J. Akerman 1st, J. C. Mollet 2nd.

Vinegar, 2 bottles, home-made—J. Beddis 1st.

GARDEN PRODUCE—Vegetables.

Potatoes, Burbanks, 10 lbs.—J. C. Mollet 1st, J. Akerman 2nd.

Potatoes, Early Rose, 10 lbs.—E. P. Bittancourt 1st, E. F. Wilson 2nd.

Potatoes, largest, 15 lbs.—E. Lee 1st, J. C. Mollet 2nd.

Potatoes, any other variety, named, 10 lbs.—J. C. Mollet 1st, E. Lee 2nd.

Potatoes, best collection—J. Akerman 1st.

Table turnips, 6 roots—J. Akerman 1st.

Carrots, stump root, 6 roots—R. Mahon 1st, A. Cartwright 2nd.

Parsnips, 6 roots—J. C. Mollet 1st, J. Horel 2nd.

Cabbage, 2 beets—R. Mahon 1st, E. Lee 2nd.

Cabbage, 2 best red—E. Lee 1st.

Savoys, 2 best—E. Buckley 1st, R. Mahon 2nd.

Cauliflower, 2 best heads—E. Buckley 1st, J. Akerman 2nd.

Onions, white, 6 each—E. Lee 1st, B. Lundy 2nd.

Onions, Yellow Danvers, 6 each—H. Burchell 1st, T. D. Mansell 2nd.

Onions, red, 6 each—J. C. Mollet 1st, A. Cartwright 2nd.

Onions, pickling, 1 pint—R. Mahon 2nd.

Onions, Eschallots—E. Lee 1st, J. Horel 2nd.

Beans, best dish—E. Lee 1st, E. Buckley 2nd.

Corn, table—E. Lee 1st, E. F. Wilson 2nd.

Beets, long—J. C. Mollet 1st, J. Horel 2nd.

Beets, globe—J. C. Mollet 1st, E. F. Wilson 2nd.

Celery—J. C. Mollet 1st and 2nd.

Lettuce—J. C. Mollet 1st.

Squash—A. Cartwright 1st, J. Akerman 2nd.

Vegetable Marrows—T. D. Mansell 1st, R. Mahon 2nd.

Tomatoes—J. C. Mollet 1st, H. Burchell 2nd.

Tomatoes, best collection—J. C. Mollet 1st, B. Lundy 2nd.

Cucumbers, best brace—J. Horel 1st, D. Mansell 2nd.

Cucumbers, best for pickling—J. Akerman 2nd.

Citrons—J. C. Mollet 1st, E. Lee 2nd.

Melons, water—J. C. Mollet 1st, Miss Mollet 2nd.

Melons, musk—J. C. Mollet 1st.

Kale, 2 heads—E. Lee 1st, J. C. Mollet 2nd.

Largest and best collection of vegetables—E. Buckley 2nd.

Best collection vegetables grown from Jays' seeds—E. Lee 1st.

FLOWERS.

Best collection of pot plants—B. Lundy 1st.

Best bouquet for table—J. C. Mollet 1st, Miss Mollet 2nd.

Best bouquet for hand from plants or seeds purchased from R. H. Johnston (ladies only)—Miss Mollet 1st.

Sprays of flowers for ladies, best 3—Miss Mollet 1st, J. C. Mollet 2nd.

Gentleman's button hole, best 3—Miss Mollet 1st, E. Buckley 2nd.

Best collection of rose blooms—Mrs. Jackson 1st, Miss Mollet 2nd.

Best cottage garden display (to include fruit, vegetables and either pot or cut flowers, prettily arranged on tables 3x4 feet provided by the association)—A. Ward 1st, D. Mansell 2nd.

FIELD PRODUCE—Grain.

Wheat, spring—E. Lee 1st.

Oats, white or black—E. Lee 1st.

Peas, for agricultural purposes—E. Lee 1st.

Beans, any variety—J. Horel 1st.

Best collection grain—E. Lee 1st.

Best collection grain in sheaf—W. McPhaden 1st, E. Lee 2nd.

Hops on vine—J. Mollet 1st.

Sheaf of fodder corn—J. Horel 1st, W. McPhaden 2nd.

(To Be Continued.)

Klondike Mining To Boom Again

Yukon World Gives Interesting Statement of Progress Being Made.

Big Flumes Nearly Finished for Conveyance of Abundant Water Supply.

Simultaneously the three largest waterways ever constructed in Alaska to be used in connection with mining operations are nearing completion at Gold Hill, Dawson. All will be finished before the freezeup and will be carrying water to the placer deposits for the mining of which the vast sums of money have been spent in the building of ditches.

"Two weeks more will be required to complete the Acklen ditch, which will be the longest and most expensive to build of the trio," says the Yukon World of September 10th. "The other two will be finished next week, and while not so extensive as to length as the first named, they will be none the less important factors in next season's operations. Both are on Bonanza, one being known as the Palmer ditch and the other as the Norwood ditch.

"Such work as can be done with horses is now finished on the Palmer ditch, the teams having been laid off a day or two ago. The pick and shovel men are now adding the finishing touches and the management expects to have everything completed by the 15th of the month. The water is taken from Bonanza at 55 above, where a dam is located by which the flow at all stages can be regulated, and follows down the left limit of Bonanza to a point directly opposite Gold Hill, the locality upon which the water is to be used. Several days ago the water was turned on and is now running as far down as 33.

"The construction of the flumes necessary to cross the gulches intercepted has kept pace with the excavating and all portions of the work will be finished at about the same time. There is yet but one flume of any consequence to build that crossing Spring Gulch, near the Forks, and it is rapidly nearing completion. The only other gulch crossed is Gauvin, and in order to avoid the necessity of an expensive piece of fluming the ditch runs up the gulch far enough so an easy crossing is effected.

"The excavating has been comparatively easy, but very little rock work being encountered that necessitated blasting. The ditch is four feet wide on the bottom and two and a half feet on the outer edge. Seventy-five men and from fourteen to sixteen teams have been employed on the work for several weeks. From the end of the ditch well up on the hill back of the Forks the waters conveyed across Bonanza by means of an inverted siphon, the hydraulic steel pipe for which is all on the ground, over half of it being already in position. The ditch is owned by a syndicate which has acquired a large portion of Gold Hill, which it is intended to hydraulic on a large scale next season."

INSURANCE CHIEFS VISIT PROVINCE

Heads of Mutual Life Company of Canada on Inspection Tour.

Tuesday's Vancouver Province reported as follows:

Among the arrivals from Victoria yesterday were Mr. Robert Melvin of Guelph, Ont., president of the Mutual Life Assurance Co. of Canada, and Mr. George Wegenast, general manager of the same company, with headquarters at Waterloo, Ont. Mr. Melvin and Mr. Wegenast have been making an extended inspection tour of the various agencies of the company they represent all over Canada. They spent several days in Victoria and will leave for the East this afternoon on the Imperial Limited.

The tour of the two head officials of the Mutual Life Assurance Company was, in addition to the inspection of the various agencies, to ascertain the best districts in Canada for investments of the company's surplus capital. The Mutual Life enjoys the distinction of being the only mutual life company doing business in Canada, and it is a striking testimony of the advantages of a mutual company against the usual form of stock company that during the past five years the Mutual Life has added $13,535,249 to the amount of insurance it has in force.

Mr. Melvin and Mr. Wegenast, while in the city, were entertained by Mr. William J. Twiss, the local manager of the company. To the Province today Mr. Wegenast stated that they were well pleased with the result of their tour of the Dominion, and were now on their way home, satisfied that business conditions were never better throughout the Dominion.

"Life insurance companies are the first institutions outside of the banks to feel any stringency in the money markets," said Mr. Wegenast, "and with our company things are very prosperous just at present, and have been for some time. Of late years people are beginning to show a decided preference for mutual insurance companies as against stock companies. Recent decisions of the courts in the United States are to the effect that the holder of a policy in a stock company has no voice in the company's management or in the disposal of its funds, even where the stockholder's interest is limited by its charter to a certain annual percentage of his stock. In a mutual company the power of policyholders is supreme and its members share all profits among themselves; while a company having a capital stock is governed by its stockholders and largely in their own interests."

Victoria Tourist Association Work

Positive Proof of Practical Progress Presented and Appreciated.

Preserving Pleasant Places for Pleasure Parties and Picnics.

A meeting of the executive of the Tourist Association was yesterday held in the offices, Fort street, Ald. Beckwith presiding.

The following letter was read from Mr. T. E. Donne, representative of New Zealand to the world's fair at St. Louis. It was dated from St. Louis, but was written on the official stationery of the department of tourist and health resorts, Wellington.

Herbert Cuthbert, Esq., the Tourist Association, Victoria, B. C.:

Dear Sir—I am in receipt of your memo of the 20th ultimo, and in reply have to inform you that I shall have very much pleasure in sending you a parcel of books relative to New Zealand, and I shall certainly esteem it a favor if you would send some of your booklets to the following address: "The Supt. of New Zealand Government's Tourist Dept., Brandon St., Wellington, New Zealand."

I expect to go to Victoria before returning to New Zealand, and if so, I shall hope to have the pleasure of meeting you, when we can discuss matters pertaining to tourist work.

T. E. DONNE.

The letter was considered a very significant one, demonstrating as it does the importance attached by the New Zealand government to their tourist and health resort business, and the advertising of the beauties and attractions of their country.

The following letter was read from L. A. Knight, of New York:

Gentlemen—I notice by your ad. in the Four Track News acquainting parties with any industrial enterprise to write you. I therefore wish to say I have a preserve for tanning eggs, egg whites and egg yolks, which meets with ready sale to family bakers and manufacturing trades. I desire to start a branch in your city, providing you have any one who has some capital and the time to take full management of the same. The profit is satisfactory; and upon receipt of your finding me such a party, I will upon receipt of reply give full details of the aforesaid. I have the honor to remain, etc.

It was decided to hand the letter to the press and also forward a copy to the Board of Trade.

Secretary Cuthbert reported that he had taken advantage of the presence in Victoria of the C. P. R. officials, and had interviewed Mr. C. McPherson, G. W. P. A., Winnipeg, and Mr. E. J. Coyle, Vancouver, with reference to winter excursion rates from Winnipeg and Northwest to Coast points during the winter. He remarked that not until the establishment of the Tourist Association was there any winter excursions given to the Coast. His object was to secure such an arrangement for this winter, and also, if possible, to have the time extended. Mr. McPherson gave the assurance that the excursions West would be repeated this year, and arrangements made by which from 60 to 90 days might be spent at the Coast. The excursions would be duly advertised in some 120 newspapers and through the several agencies of the company.

A deputation from the J. B. A. A., headed by Mr. H. D. Helmcken, waited on the executive with reference to correspondence which has taken place as to improvements at the Arm. The question was discussed in all its phases, including the dredging of the reaches above the Arm and also the building of a lock at the Gorge and the improving of the course from Point Ellice bridge.

It was ultimately decided to have the secretary communicate with the City Council asking that the city engineer be requested to make an estimate of the cost of the various schemes proposed.

The necessity of the city securing foreshore rights at this point was also discussed, and the secretary was asked to communicate with Mr. Prefontaine on the subject, pointing out that it was one of the important matters to which attention had been drawn during the Mr. gentleman's recent visit to Victoria. Now that work has been started on the C. P. R. hotel, and there was an assured increase in the tourist traffic, it was more necessary than ever that the course to the Gorge should be kept clear and its beauties preserved.

The possibility of securing the Dominion exhibition grant for next year was also discussed, and the secretary requested to write the Hon. Mr. Fisher on the point, setting forth the claims of Victoria.

Some routine business was disposed of and the meeting adjourned.

GREENWOOD NOTES.

Last Week Fruitful in the Negotiating of Mining Deals.

Greenwood, Sept. 16.—The present week has been very fruitful in the negotiation of mining deals about Greenwood. More exchanges have taken place in the last ten days than in any similar period in the history of the camp. In addition to the bonding of the B P U and Combination, already reported, the following transactions have been effected: The Montreal and Boston Consolidated bonded the Sudbury in Deadwood camp and the Lancashire Lass in Summit camp. The Bonnie Belle, a most promising quartz lead, less than a mile west of town, was bonded to a group of Chicago men. The purchasers were represented by Frank L. Johnson, who arrived in town on Monday last. The Canadian on the hill east of town was acquired by W. A. Haskins of Grand Forks. The property was owned by James Sutherland, one of the owners of the Elkhorn, and was acquired for a syndicate of friends.

The Strathcona, belonging to G. Scott Galloway, and on which several thousands of dollars have been expended by the former owner, was bonded by Alex. Miller of Greenwood and Mr. Knight of Grand Forks.

D. McVicar of Nelson, who made some money out of the B P U, is looking about for another prospect. His success in converting a not too promising prospect when taken into the assurance of a great mine encourages him to try again.

The big concerns are going steadily ahead increasing