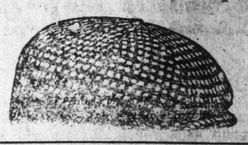
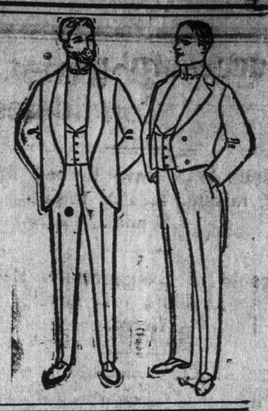
Suit Reductions

BUSINESS SUITS reduced to $6.00, $8.00, $10.00, $12.00. FLANNEL SUITS going at $5.00, $6.00, $7.75, $8.50.
50 SAILOR SUITS to be cleared at 90c per suit. 200 BOYS' SAMPLE SUITS to be sold at half price.
BATHING SUITS 50c, 75c, $1.00. BATHING TRUNKS 5c, 10c, 15c. We must raise
$20,000.00 by August 1st. BARGAINS FOR CASH.



B. WILLIAMS & CO., 68-70 Yates St.



High School Examinations

List of Successful Pupils Who Are to Receive Certificates.

A Fairly Good Percentage of Those Who Tried Have Passed.

The results of the High school examinations, which began on the 19th June and closed on the 27th, are given below. These examinations were held in Victoria, Vancouver, Nanaimo, New Westminster and Nelson. The course of instruction prescribed for High schools provides for four grades, namely: Junior, Intermediate, Senior and Senior Academic grades. Candidates were presented for examination only in the Junior and Intermediate grades. All successful candidates receive certificates which will be accepted in future as non-professional teachers' certificates; thus the holder of a Junior High school certificate, if he is 18 years of age, will be permitted to teach in the public schools of this province for a period of three years, while the holder of an Intermediate certificate, after taking the professional course in the Normal school, will be granted a second-class certificate, valid for life. The results of the examinations were in many cases highly gratifying. This remark however, does not apply to all the grades of the High schools without exception.

The following are the names of the successful candidates arranged under their respective High schools:

VICTORIA HIGH SCHOOL.

Junior Grade.

	Maximum Marks 1,250.
Harold B. Marchant	956
Lulu J. Brunton	915
Ellen C. Ohlson	876
Emma G. Black	811
Maude L. Field	793
May Few	787
Fanny G. Carlyon	772
Joseph B. Clearihue	766
Kristrun Johnson	749
Emily M. Johnston	718
Leo Anderton	708
Matilda Gaerdes	697
Sophie F. Hiscocks	697
Mabel M. Miller	685
Elizabeth L. Whittaker	680

In this grade 27 candidates were presented for examination, and of this number 15 were successful.

INTERMEDIATE GRADE.

	Maximum Marks 1,550
Lila M. Coburn	965

The above was the only successful candidate in this grade, out of a total class of 14 presented for examination.

VANCOUVER HIGH SCHOOL.

Junior Grade.

	Maximum Marks 1,250
Donald E. McTaggart	1,096
Arthur N. Smith	1,007
Kate H. McQueen	973
Robert W. Ellis	936
Gladys D. Davidson	902
Celia G. Langley	899
Frederick W. Brydon-Jack	859
Ella J. Brown	851
Etta McLachlan	845
Fanny A. McQueen	813
Mary A. McLachlan	805
Ninyas W. McGeer	805
Corinne P. Musgrove	790
Hilliard W. Power	786
Lilian E. Frith	782
Mary M. McPhalan	771
Lydia B. Copeland	768
Helen R. Peck	755
Jennie K. Anstie	755
Margaret Elliott	729
Ethel Whitehend	727
Clara Cripps	685
Leah V. L. Dizon	681
Sarah J. Anderson	673
Muriel Philip	667

In this grade 44 candidates were presented for examination, and of this number 25 were successful.

The Intermediate class in this school were presented for the McGill matriculation examination and the names of the successful candidates at that examination do not appear in this report. The Victoria and Westminster High schools also presented candidates at the McGill matriculation examination.

WESTMINSTER HIGH SCHOOL.

Junior Grade.

	Maximum Marks 1,250.
Lillian E. Cruickshank	883
Grace Robinson	851
Sidney C. Dyke	830
Ethel M. McBride	805
Clara E. Lord	800
Ethel M. Crake	799
Margaret L. Wade	758
Edward D. Whyman	673

In this grade 16 candidates were presented for examination, of whom 8 were successful.

A candidate from one of the Chilliwack schools took the Intermediate examination at this High school, but was unsuccessful.

NANAIMO HIGH SCHOOL.

Junior Grade.

	Maximum Marks 1,250.
Margaret J. Mouat	944
Samuel Turner	855
David J. Thomas	825
Archbald Galloway	777
Rasannah Wall	775
May B. Grant	728
Janet H. Frame	724

In this grade 15 candidates were presented, of whom 7 were successful.

Intermediate Grade.

	Maximum Marks 1,550.
Harry R. Bray	933

In this grade 3 candidates were presented for examination.

NELSON HIGH SCHOOL.

The Nelson High school began work for the first time on the 23rd January, of the present year, and the pupils of that school were naturally placed at a disadvantage when compared with the pupils of the other High schools of the province. Of the 15 candidates presented by this school for examination in the Junior grade, none were successful in passing, although several succeeded in obtaining more than the aggregate marks necessary for passing, but failed in individual subjects. It may be remarked in this connection that except in the case of remarkably bright pupils, it is not expected that any student will pass the Junior examination until after two years' attendance at the High school.

LUXURY IN WAR.

Contrast Between the German and French Officers' Mess.

The Berlin correspondent of the London Leader states that the Germans have read with considerable surprise some remarks of Baron Binder, the special correspondent of the Kreuz Zeitung in China. With several German officers the Baron accepted an invitation to dinner with the French General Bailloud, and the Germans were particularly struck with the simplicity of the French table.

Baron Binder writes: "Our officers' mess is provided with every comfort, all our dinner and coffee services are of European manufacture, and we have an abundance of wine of the best brands. On the other hand, at Gen. Bailloud's dinner, only Chinese porcelain was used, and instead of cut-glass decanters such as we have, simple beer bottles filled with claret and water stood on his table. The nervous Frenchmen have not patience enough to sit for a long time at meals, and as they drink little and eat their food quickly, it is immaterial to them how their table is laid:"

Commenting on these remarks, the Volks Zeitung says: "It may be nervousness which induces the Frenchmen to keep a simple table. We cannot help suspecting, however, simplicity is followed by the French in these matters as being more conformable to times of war. It strikes us as being something quite new when a German observes and comments on the luxury in the German quarters, and the simplicity of the French quarters. We respectfully ask our military authorities if it would be salutary to take such measures as would accelerate a return to our former simplicity."

The Volk Zeitung adds that it has not heard that the French general took with him an asbestos house and a cook drawing a salary of £500 a year as Feld Marshall von Waldersee has done.

AN INTERESTING CASE.

Crosby vs. Cunningham Being Tried in the Supreme Court.

Mr. Justice Drake was engaged all day yesterday in hearing the evidence in Crosby vs. Cunningham, in which certain foreshore rights at Port Essington are involved. The dispute dates back to when Mr. Cunningham took up the townsite at Port Essington twenty years ago. The Indians claim that then Mr. Cunningham promised them an area of land nearby as a reserve. They have built their houses on this land, and are now asking to be given a full title to the land, to which end they have brought this action. They say that when the land was given to them they gave Mr. Cunningham one dollar in order that the transfer might be made legally, and now they want a title to the ten or twelve acres where they live, and for which they have never been charged rent by Mr. Cunningham, who is being sued for the title. The place is now known as "Spoke-shute," which is the Indian name for a place of rest, the name being given it in the beginning because of the practice of the Indians in making it a camping place when they came down from up the river to Port Essington.

The case will be continued today.

IGNORANT U. S. OFFICIALS.

Brought to Task Promptly by Captain Knox of the Concord.

Captain M. Thwing of the steamer John S. Kimball, who arrived from Nome, Alaska, at San Francisco on Saturday, brought the details of another instance of lowering the British flag in Alaska. It occurred at Unalaska July 4. There were a number of vessels in port, among them being the British steamer Glenora and the United States gunboat Concord. In honor of Independence Day the Britisher flew the Union Jack and had up some other bunting, while the Concord dressed ship. When United States Commissioner Whipple saw the British flag waving in a United States port he got very angry, and, going aboard the Glenora, ordered the captain to haul it down. The captain refused, and then the commissioner ordered Deputy United States Marshal Sullivan to arrest the audacious Britisher and then haul down the flag himself.

Rather than go to jail the captain hauled down the flag, but as soon as Gen. Whipple was gone he jumped into the steamer's dingey and was pulled out to the Concord. The British captain was not five minutes aboard the gunboat when a boat was manned, and with an officer in the stern put away from the gunboat for the Glenora. As soon as the steamship was reached the officer and two of the men went aboard, and in a few minutes the flag hauled down because of Whipple's threats was at the masthead again. The Concord ran the British flag up at her fore and began firing a national salute. In this way Capt. Knox did everything in his power to make amends for the blunder, and there will be no international difficulties in consequence.

TORONTO STRIKES.

Novel One Inaugurated by Insurance Canvassers.

Toronto, July 23.—(Special)—A novelty among strikes was that inaugurated by the life insurance canvassers of this city of the North American Life. Because one of their members was forced to pay some arrears on premiums in default owing, the management held, to his failure to collect, fifteen of the staff, including the superintendent, put on their coats and walked out. As the work they did was largely among people with whom they had become acquainted as a result of many visits the strike is likely to prove embarrassing.

Close upon 200 men are on strike in the brass manufacturing trade in this city. The trouble, which originated with the brass moulders, now involves machinists, brass finishers, pattern makers and core makers.

First Cop—These reformers be making us lots av throuble!

Second Cop—They be thot! Whol, whip we see a mon looking for a "jint" nowadays we don't know whither to show him or club him!

Lineman's Death Drop

William Creighton Falls Erom One of High Telephone Poles.

He Was a Friend and Room Mate of William Sutherland.

William Creighton, lineman for the telephone company, who fell from one of the high poles on Yates street on Monday evening, died from the injuries he received, and an inquest will be held at 10 o'clock this morning to determine the cause of death. There is no reason to suppose that the verdict will be other than one of accidental death, for all the circumstances go to show that it was purely accidental. Creighton was a room-mate and particular friend of William Sutherland, who lost his life at Russel's Station on Monday morning, and it is thought that the death of his friend so unnerved him that he was careless of himself and when he ascended the pole on Yates street, he did not properly hook the strap which held him to the pole, and that when he leaned back to commence work he naturally fell. The foreman on the work saw him falling feet first, and heard him exclaim, "What broke?" He was conscious when picked up and remained so until placed under ether at the Jubilee hospital by the medical men who had been summoned to attend to his wounds. It was evident from the first that he could not live, for his spine was injured and he received other internal injuries, besides having both ankles crushed and the right leg fractured in two places. He suffered terribly while being removed to the hospital in the ambulance.

The pole from which Creighton fell is about fifty feet in height. In was thought at first that the strap had broken but an examination of this showed that it was intact, so the theory is advanced that he did not properly buckle it when he started to work at the top of the pole When seen by the foreman he was falling, so there is no evidence as to how he slipped, but it is thought that he was standing on the crosstree, and when the buckle of the strap opened he fell backwards, and turning around fell down feet foremost. The condition of the ankles, which were practically pulverized, show that he landed on his feet.

Creighton had been working for the telephone company for less than two months, having formerly been employed by John Meston, the carriage builder. He had been here about three years, but there is little known as to his former place of residence. It is believed, however, that he came from Long Island, N. Y., for in his pocket was an envelope bearing the notification, "If not delivered in ten days return to Mrs. Creighton, Long Island, New York." A despatch has been sent to that place and pending the receipt of an answer, no arrangements will be made for the funeral.

The apparatus used by linemen, in addition to the spurs, a pair of which Creighton wore, consists of a belt to which is attached a strap to go around the poles. The buckle or snap which joins the belt and strap is what it is supposed Creighton did not properly fasten when he commenced work.

The unfortunate lineman, like his friend Sutherland, was a young man, and they both were popular among their friends in this city.

ROOM FOR THE BLIND.

Copright by Christian World.

In the Congressional Library at Washington, the large room is set aside for the exclusive use of the blind. This is the best equipped single gathering place for the sightless in this country. This boon to the blind, provided by a thoughtful, paternal government, is called by those who use it "the national headquarters of the unseeing."

The room in question is situated on the first floor of the huge building, and as near the entrance as possible. It was opened about two years ago, and was instantly popular. All the blind folks of Washington caused themselves to be led there, and from that day to this very few of the local "unseeing" who are able to get about have missed their daily hour in quarters of which they will never know the real beauties. They have been told, over and over again, how the walls and ceiling are covered with decorations by famous American artists; of how the color scheme is the outcome of good taste and of artistic eyes; of how even the colors of the furniture and the hangings are in perfect harmony with the decorations. But these beauties they can never enjoy through the sense of sight. The imaginations only can furnish them pleasure in the art-beauties of the room, for many of them know not even what red, or blue, or color of any sort is like. Said one of them to me: "I know a black light and a white light, that is all, for I know when I am in the glare of the sunlight and in a darkened room. But as for the rainbow and its colors, what like may that be?"

In addition to the local blind, the steady patrons of the blind room, there come yearly a thousand or more visitors from all over the United tates. Here they know they will meet others afflicted like themselves, and the natural sympathy of misery draws them here, where afflictions can be understood by experience.

During inauguration week 125,000 persons visited the Congressional Library, but not more than a score of these visitors were blind. Of course, Washington at that busy time was no place for the unseeing. The inauguration ceremony is a spectacle, and of what interest is a spectacle to the unseeing, save in an intellectual sense?

Three days after inauguration I visited the Blind Room. Instead of finding the sightless, I found an assemblage of people, half of whom had two good, seeing eyes. It seems that every Thursday afternoon a musical is given in this room for the pleasure of those who cannot see their entertainers, but who can hear. On the afternoon of my visit, a lady possessing a deep, rich contralto voice, sang for a most appreciative audience. They said that she was the wife of a Representative, that her brother had lost his sight in a railway accident while on his way to Washington, and that since then this lady had gladly devoted several hours each week to helping the blind enjoy their dreary days. She was followed by a young violinist. Then came a pianist, the organist of one of Washington's largest churches. Then all three—the singer, the violinist and the pianist, co-operated, the lady's singing being accompanied by the other two on their instruments.

All the rear seats were occupied by the seeing, all the front seats by the unseeing. Of the latter, about twenty were present. The sightless ones listened with rapt attention, and applauded spontaneously.

On all other days in the week, except Sunday, the hour between 2:30 and 3:30 is the entertainment hour for the blind. In other words, every working day except Thursday, the day of the musical, there is given here a reading, or a talk, on some subject of interest to the blind. Authors, scientists, physicians, lecturers, missionaries, ministers, and army and navy chaplains are in turn asked to address the meetings.

In charge of the Blind Room is Miss Giffen, a gentlewoman endowed by nature with an abundance of sympathy. To her kindly offices and assistance the popularity of the Blind Room is largely due. The room over which she presides is equipped with everything helpful in the intellectual development of the blind. Here are special typewriters, telegraph instruments, a printing press, a type-setting case, besides the usual books and pictures in relief. After the musical, on the day of my visit, a blind lady kindly gave an exhibition of proficiency in the use of the typewriter. A young man, unseeing, displayed wonderful talent in the use of the telegraph key. Another set up type, and still another used the printing press.

It is these things and this room, put at their disposal in this way, that helps to bring happiness to the blind of Washington.

GILSON WILLETS.

LOOKS OF A BRITISH M. P.

Two Wagers That Indicate That Statesmen Are Hard to Pick Out of a Crowd.

From New York Sun.

"I made a bet, or rather a couple of bets, on the way across," remarked a passenger on one of the liners which arrived here the other day from Liverpool, "which are entitled, I think, to some sort of place in the list of freak wagers made at sea.

"After we had taken on the mail at Queenstown and our ship had straightened herself out for the run home I dropped into the smoking room for a moment to look at the crowd. There were some fifteen or twenty men in the place and the tables were pretty much all in use. Over in one corner there were a couple of young fellows evidently Englishmen, and as there was a vacant seat next to them, I took it and pushed the button.

"The young fellows had a passenger list between them and with the freshness of Britishers going out to the States for the first time, they were discussing the probable status of their fellow voyagers with the utmost freedom. There was a member of Parliament on board and when they reached his name in the list one of them looked around him and finally let his eyes rest on a pompous individual sitting alone at a table in another corner of the room.

"'I will lay you a guinea,' the young fellow said, nudging his companion and pointing to the pompous passenger, that that chap over there is the M. P.'

"The other fellow looked at the passenger for a moment and then shook his head good naturedly.

"'No, you wont,' he answered. 'I will lay you a guinea myself that he's the M. P.'

"Now, as there were something like 200 passengers in the first cabin and as the young men were willing to lay even money with the chances 199 against them, I felt myself compelled to accept the bet purely on the strength of the odds.

"'If you have no objections,' I remarked 'I will go you each a pound that your friend over there is not the member of Parliament.'

"They both snapped me up with a good humored eagerness which suggested the theory that they looked upon me as an exceptionally easy one. The decision was to be left to the purser and in a few moments he came in and he learned that the pompous passenger, instead of being in the House of Commons, was merely in the wool business. I took a sovereign from each of the young fellows and went on deck.

"But I felt guilty. According to the odds it seemed little short of taking pennies from children and I decided I would give them a chance to win their money back. Pretty soon the two came up and joined me.

"We were on the weather side of the ship and I finally made up my mind that the next man who appeared on that deck I would offer to bet was the M. P. In a couple of minutes a man came around the after cabin, beating his way towards us against the wind. He conformed to my conception of a British member of Parliament about as much as an up-State parson would, and I chuckled to myself.

"'Go you a pound each,' I said, 'that that is our political friend.'

"They thought I was baking fun of them but I put up the two sovereigns in their hands and we left the decision once more to the purser.

"'You will find the member of Parliament' the officer told us somewhat shortly, 'this evening at dinner at the captain's right.'

"I don't know what those young Britishers think of me," sighed the American, "whether they take me for a mind-reader or a confidence man. When we went down to dinner there was that confounded country parson—my pick for the member of Parliament—sitting at the right hand of the captain."

VANCOUVER'S LIBRARY.

Vancouver, July 23.—(Special.)—Permission will be asked of the people by the city council to purchase lots on the corner of Pender and Hamilton streets for the Carnegie library. Owing to the strong sectional feeling regarding the location of the library, it is likely the East End will oppose the by-law.

SPORTING NOTES.

The annual garrison sports will take place at Work Point barracks, commencing at 1 p.m., today.

H. O. Blackstaffe of the Vesta Rowing club won the Wingfield sculls, which carry the title of amateur sculling champion of Great Britain, in a race over the Thames championship course on Monday. Blackstaffe defeated his competitors in the event, G. Ashe and H. Cloutte by 20 lengths. C. V. Fox, winner of the Wingfield sculls last year did not defend his title in this year's contest.

OTTAWA NOTES.

Ottawa, July 23.—(Special)—Bandmaster J. M. Finn, of the Fifth Regiment, has been granted warrant rank.

The two Chinese cannon captured at Taku and presented to the Dominion government have arrived here. They are likely to be placed in the military museum.

The aggregate trade of the Dominion for the year ending June 30 will total $394,000,000, or an increase of $13,000,000 over the present year.

A man from La Salle, Illinois,
Instructed his 5-year-old bois
How to handle a gun;
When the lesson was dun
He was sharing in Heavenly jois.

The Mystery of Hope Mountain

Two Parties of Engineers Preparing to Make an Exploration.

Hon Edgar Dewdney and Messrs Hannington and Perry in Charge.

The mystery of the Hope mountains will be solved before winter, if engineering skill is capable of the task. For over 20 years it has been a debateable point, with the weight of opinion in the negative, whether a railway line was a possibility through that most formidable of nature's barriers. In 1872 and 1873, when exploring parties were sent out by the Dominion government to locate the main line of the C. P. R., the Hope mountains were examined for a pass, but the engineers reported the difficulties so great, the grades so heavy, and the probable cost of construction so enormous that they could not recommend the adoption of that route. A feeling has existed, however, that further investigation might lead to the discovery of a more favorable passage through the mountains, and as the construction of a direct line, through Canadian territory, from the Coast to Kootenay, depends upon the establishment of a feasible pass, the government has determined to make a thorough investigation without further delay.

The Colonist announced this decision a few days, ago, and last night the chief commissioner of lands and works, Hon. W. C. Wells, informed a reporter that all the preliminaries had been settled and that two parties would be placed in the field within the next two weeks.

THE MAN IN CHARGE.

Supervision of this important work has been confided to Hon. Edgar Dewdney, a man whose intimate knowledge of British Columbia has been gained by years of actual experience in exploring and road making in every part of the province. Mr. Dewdney's past services to British Columbia are inestimable. In the early days, under the regime of Sir James Douglas, he was engaged in laying out and constructing trails and roads through sections of country which were thought to be impassible, but his skill and indomitable energy won in every instance, and many of the main roads which were built under his supervision are as good and solid today as they were a quarter century ago. He may justly be styled the father of roadmaking in this province, and it will be a fitting climax to a life of usefulness if he succeeds in locating the "Dewdney Pass" through Hope mountains.

Edgar Dewdney was born in Devonshire, England, 1835, and was educated there. Coming to British Columbia in 1859 to practise his profession of civil engineer, he was at once employed by Mr. (afterwards Sir) James Douglas, the governor of the colony, and by Colonel Moody, R. E., to take charge of the survey party selected to lay out the town of New Westminster. For many years subsequent to the completion of this work he was employed in a professional capacity, devoting much of his time to the exploration of those portions of the province which were at that time comparatively little known. Almost from the time of his arrival he took an active interest in public affairs; he became a leader among the people, and in 1869, without his knowledge or solicitation, was elected to the legislature In 1872, after the entry of the province into the Dominion, he was returned to the House of Commons. He sat there as a supporter of Sir John Macdonald, being one of his "Old Guard" during the five years he was in the opposition, up to 1879. In the early part of that year he was appointed Indian Commissioner for the Northwest Territories. In December, 1881, he was appointed Litutenant-Governor of the Northwest and held the office conjointly with that of Indian Commissioner until called to the Cabinet, as Minister of the Interior and Superintendent of Indian Affairs, in succession to the late Thomas White, August 3, 1888. It was during his stay in the Northest Territories that the Riel rebellion, 1885, occurred, and it has been stated by one or more of his biographers that his personal influence over certain of the Indian tribes, at that momentous period, held them in check and made them strong allies of the federal government. After Sir John Macdonald's death, he was continued in office under Sir John Abbott, up to October 16, 1892, when he retired from the Cabinet. In November following he was appointed Lieutenant-Governor of British Columbia. He is vice-president for British Columbia of the British Empire League. He is a member of the Church of England, and married, March 28, 1864, Jane Shaw, eldest daughter of Stratton Moir, tea planter, Colombo, Ceylon.

Mr. Dewdney, as has been stated, will have entire charge of the work, in an advisory and administrative capacity. He will open an office today in a room in the department of lands and works, placed at his disposal by Mr. Wells, and after organizing and equipping his parties, he will remove his headquarters to Hope, from whence he will direct operations.

THE EXPLORING PARTIES.

Two exploring parties, each composed of an engineer, in charge, and 12 or 14 assistants, will be organized immediately. One of these will be in charge of C. F. Hannington, C. E., and the other of C .E. Perry. C. E., both men of established reputation in their profession, and with extensive experience in railway exploration and construction work. Messrs. Hannington and Perry are old residents of British Columbia, and have been connected with nearly every railway built in the province. They earned their spurs in the preliminary surveys for the C. P. R., in the early '70's, and have been actively engaged in railway field work ever since. Their selection for the present important work is therefore a happy choice on the part of the engineer-in-chief.

PLAN OF OPERATIONS.

The parties will require 25 or 30 horses, and these will be purchased at once, a portion of them in Similkameen. When supplies and equipments have been secured the invited party will proceed to New Westminster, where it will embark for Hope. Arrived there the party will divide and take up the exploration of the valley of the Coquehalla river, proceeding northerly to near the source of the stream on its westside. Crossing the river at some convenient point, the party will then follow the river down the east side, approaching the summit of Hope mountains about midway between the Coquehalla river and Tullameen rivers. After crossing the summit they will look for the easiest descent to the valley of the Tullameen, after which their journey should be comparitively easy, as they will proceed along the valley of the Tullameen, via Granite creek, Princeton and Allison, to the mouth of the Similkameen river. The crucial point of the exploration will be the country between the Coquehalla and the Tullameen, the section called the Coquehalla Railway Pass. If they find a practicable pass there, their work will have been successfully accomplished, for the rest of the route presents no engineering difficulties which may not be overcome by the exercise of ordinary skill.

An alternative route will be explored to the south of what is called the Cedar Flat and Roach river route, which follows the course of the South Similkameen river. This will be carefully examined and compared with the northern route, and whichever shall be found the more practicable will be adopted as the basis of estimating the cost of the Coast-Kootenay railway with any company which may propose the construction of the road. Mr. Wells, Mr. Dewdney and the chiefs of the parties are all fully impressed with the importance of finding a practicable pass, and it may be taken for granted that they will leave no effort untried to succeed in their quest. Canadian engineers are not easily turned aside when they set their minds to overcome a difficulty—they know no such word as fail—and in the present instance they will line up to the traditions of their profession.

THE TEA TRADE.

Great Bulk of World's Supply Grown in British Empire.

From Montreal Gazette.

How completely China and Japan have been eclipsed as leaders in tea production, is shown in the statistics of last year's trade contained in the annual circular of Messrs Wm. J. and Hy. Thompson, of London. It was in 1836 that tea cultivation on a large scale was attempted in British India, and in 1888 the exports from India and Ceylon to Great Britain for the time exceeded those to the same country of China and Japan. The twelve years that have since elapsed have put the Indian planters at the head of the trade, with their Ceylon rivals next. The figures of Messrs. Thompsons' circular give the following as the total supply distributed by sea throughout the world from the several sources of production during the past two years:

	1899. Lbs.	1900. Lbs.
India	175,000,000	189,000,000
Ceylon	138,000,000	149,000,000
China	116,000,000	124,000,000
Japan	46,000,000	43,000,000
Java	13,000,000	15,000,000
	488,000,000	520,000,000

Thus in 1899 313,000,000 out of 488,000,000 pounds, and in 1900, 338,000,000 out of 520,000,000 pounds of the tea that found its way to the world's markets by water was British grown. There is a considerable quantity of Chinese tea, however, that goes to the consumer in Russia and elsewhere overland, and the extent of the Chinese trade is not to be measured by sea shipments alone. The fact does not, however, detract from the significance of the figures given above, which are a gratifying evidence of what British energy and enterprise are doing for the people of the Indian Empire, to whom tea planting is an introduced industry, the total returns from which last year are calculated at about ten million pounds sterling, or fifty million dollars.

Of the Indian and Ceylon production last year Great Britain took (much of it, of course, for redistribution), 173,000,000 pounds, 28,000,000 pounds going to Australia, 5,000,000 pounds to America, 7,300,000 pounds to other Asiatic points, 9,500,000 pounds to Russia, and about 7,000,000 pounds to other places. The distribution, as well as the growth of the Indian tea, is in British control, a fact which adds something to its profit. In the case of China and Japan tea the bulk goes to foreign countries. Of Chinese production last season Great Britain took only 21,500,000 pounds, America taking 51,000,000 pounds, Russia 33,000,000 pounds, and other places 18,500,000 pounds. Japan's exports were sent, 31,670,000 pounds to the United States, 7,902,000 pounds to Canada, and 3,243,000 pounds to other countries. The Java growth goes almost entirely to Holland.

As a drawback to the brightness of the picture thus presented, it is said that production has outstripped the combined requirements of the home and foreign market, and a limit has been found to the quantity that can be taken at prices that will pay the producer. Economy, it is feared, has been carried in some things farther than is desirable, and the opinion is expressed that to ensure the future there must be improvement in quality, restriction of quantity, consolidation of interests, and the development of new markets. A low quotation alone, without merit in the tea itself, it is pointed out, no longer brings new customers. This, however, is a state of affairs not peculiar to the tea industry. Capital and skill, impelled by necessity, will, no doubt, bring about the improvement, and enable the Indian producers to hold what they have won.

DISCARDS U. S. ENGINES.

Japan Finds Those of British Make the Best.

Engineering says that the Japanese railway companies, with few exceptions, have discarded American locomotives in favor of those of British manufacture, merely using up, but not replenishing, their stock of the former, as they have experienced so much trouble from their boilers. It is only by one or two of the smaller railway companies and of the Hokkaido railway that orders for locomotives are still placed in the United States, and for two reasons—cheapness and despatch. For example, specifications were recently issued for locomotives for the Hokkaido railway, for which British manufacturers were allowed to tender, but both the limit of time and the price obtainable were insuperable obstacles to the order being given to the United Kingdom. During 1900, 30 locomotives were ordered from British factories, an order for 24 of them, valued at 66,000 l., being placed in November. Two of the four sleeping cars which are in use on the government railway came from home, and two from the United States. The former are found to be much better, and to give greater satisfaction. While it is probable, adds Engineering, that those required for future use will be constructed in Japan, the United Kingdom will benefit by supplying the fittings, such as wheels, sole-bars, buffers and springs, which are not made here. The Formosan railway last year ordered six locomotives from the United Kingdom, to be delivered at Kelung, and steel and other faterials for bridge-making. To save duty, the bridges are made at Osaka, and thence sent on to the island.

SERIOUSLY ILL.

Frank Oliver, M. P., is in a Critical Condition.

Winnipeg, July 23.—(Special.)—Frank Oliver, M. P. is critically ill at home in Edmonton; a relapse from an attack of la grippe.

SHEET STEEL RISES.

Strikes in the States Have Elevated the Price.

New York, July 23.—The brokers and jobbers in the sheet steel and galvanized iron trade in this city advanced the price of sheet steel 1 cent per pound today.

Blaze at Leigh's Mill

Sash and Door Factory Wiped Out Completely by Fire Last Night.

Loss Will Amount to Fifteen Thousand Dollars With Little Insurance.

Leigh's sash and door factory at the foot of Turner street on Victoria Arm, was destroyed by fire last night, involving a loss of $15,000, with but $2,000 insurance, and the saw mills, drying kiln, moulding rack, dwellings and offices, with many of the lumber piles, had a narrow escape. The cause of the fire is unknown, but the owners of the mill and factory think that the origin was somewhere near the boiler. The fire did not show however until after 8 o'clock, and as all the workmen had left at 5 p. m., and the engineer had then drawn his fires, if the boiler was responsible, the fire must have been smouldering for some time before the flames burst out, and quickly enveloped the building. Mr. Leigh walked through the sash and door factory less than an hour before the fire and everything seemed all right then, there being no smell or other indication of fire. The first notice he had of the fire was at about a quarter to nine, when a lady living near by arrived at his residence and informed him that the sash and door factory was in flames. He looked over at the building and saw that she was right. He then hurried to the office and telephoned to the fire department, while a man who was with him at the time ran down to the corner of Turner and Pleasant street and turned in an alarm from box 63. The fire department responded very promptly with No. 3 hose wagon from the city station, and No. 4 combined hose reel and chemical from Victoria West station. When they arrived it was evident that it was impossible to save the factory. It was a mass of flame, and was lighting up the sky, and the nearby buildings upon one of which (the saw mill), a row of spectators was ranged along the roof ridge. A very large crowd soon gathered, and although the fire was a very hot one, many got as near as possible to the mass of flames which enveloped the burning factory and occupied every vantage point. Many people were out on the water in boats to view the fire. The mill buildings overhang the water of the arm, and with the fire the water of the vicinity was made luke warm, and this induced large swarms of small boys to undress on the lumber piles close by and dive into the Arm from where regardless of their nudity they viewed the fire. The firemen on arrival soon had three lines of hose running from the hydrants on the corner of Henry and Turner streets, and another was soon placed on the mill hydrant, giving the firemen four streams in all. The pressure was fairly good, and they played on the sawmill and dry kiln which were in the immediate vicinity of the fire, and after hard work saw their efforts successful, for the buildings though more than once in danger, were saved. The sash and door factory was completely swallowed up in flame, and the roof soon fell in with a crash, which threw the sparks high in the air. The roof down, the great blaze gradually died away, and the leaping tongues of flame which threatened the other buildings became less, and with the spectacular part of the fire vanishing the crowd quickly dwindled until at midnight when the firemen were still playing water on the smoking mass of ruins of what four hours before had been a fine factory with from $10,000 to $12,000 worth of machinery in it, not a dozen remained. The lumber piles near the burned factory were then engaging the attention of the firemen, and they managed to have the greater portion of the lumber in the yard, although a quantity in the vicinity of the destroyed factory was burnt. In all not more than $1,000 worth of lumber was destroyed.

The machinery in the sash and door factory was but lately added to the plant of the mills, having been in use a little over six weeks, when the fire wiped out the whole $10,000 or $12,000 worth, and as there is but $2,000 insurance on the building and machinery, the loss will be heavy. There was also a large amount of manufactured stock in the building when it was destroyed.

When the alarm was turned in the firemen had just returned from a chimney fire, which called them to the corner of Blanchard and Pioneer streets at 8:30. The damage there was slight.

RAISED THE RATES.

Increased Rates to San Francisco—Fares Now $18 First-class and $10 Second-class.

News was given by R. P. Rithet & Co., local agents of the Pacific Coast Steamship Co. yesterday, that the rates between Seattle, Victoria and San Francisco on the steamers of that company, have been raised and after the 28th inst. the sailing date of the steamer Umatilla, which arrived yesterday, and which will be the next steamer to leave for the Golden Gate, the rates will be increased to $18 first-class and $10 second-class, the fares now being $15 first-class and $8 second-class. The increase will apply from both Seattle and Victoria.

The rates between Victoria and Seattle on the Sound steamers are also likely to be raised soon, for already an indication has been given of the prospective rise. Both the local office of Dodwell & Co. and the Alaska Steamship Company have been notified not to sell any more round trip tickets, and now passengers bound from here to the Sound must take their chances of the fare not being raised before they can return.

RUSSIA'S DEMANDS.

Insisting on Turkey Giving Her More Coaling Ports.

London, July 23.—Russia demands of the Porte two coaling stations on the Persian Gulf, says the Constantinople correspondent of the Daily Mail wiring Sunday, and she is using the strongest pressure to induce the Sultan to yield. One or more stations have also been demanded in Asia Minor.

DISHONEST CLERKS.

Winnipeg, July 23.—(Special.)—Letters have been tampered with in the city post office and after investigation by an inspector two clerks were dismissed.