ing Sea

ser Pheasant quimalt ing.

Sea on the nall Seal

opped anchor in 8 o'clock last the 16th instant voyage. She is an-of-war which in Behring Sea news she brings no sealers have or violating the ccording to the a Colonist rep ning, but from of the sealing tained, said the vear had been le raged on the Pheasant was in I to keep from anchors were of shipping in can revenue cut reported from as the British returns un reviously stated.

says that a conditions for ed from the dif at catches in the reverse of those nd Louise, Capt.

whose catch he boarded her 650 as known, the thing like 1,000

undergoing adh all vessels of n a short cruise

DECALOGUE.

ays: "When Gov-Bible revisionists nent official, es ial chief is the ducation, dares nybody else, and, Decalogue as a y order of the in Russia, the reads: "Honor THE EM. FFICIALS, that ng upon the land God giveth thee." renious mind.

nters.-A private ncan states tha re plentiful this been for years.

significant chim al hotel at 7 last that blocked the

work on on is at a standf men engaged advance in pay. und O. K. from dvancing at the

ation.-The men T. U. are to hold oon at 3 at the North Chatham ted that as many niversary of Miss

'-There has been hold-ups in Daw-ently handed over revolver, and \$600 under sim is no longer safe around the cabins

son Street .- Ald. the bulletin board to the effect that permanent sid nite curbs, laid Turner to Store piece of sidewalk mist yesterday as decrepit condi

he Granite King, aslo creek, owned, D. F. McIntosh, er and G. B. Mcvaluable proper The assess nearly three fee d when the new reek is completed valuable property.

he harvest havbrated the even al harvest home ing, when they r ability to have and make the t supper, and the catering to the usual har ch had been very grains together uits combining to ect. The sermon W. G. H. Ellison was eminently ought to be that not devastated by

MR. C. E. RENOUF.

Mr. Renouf, who had been requested to et as secretary, was first invited to adis the large assembly. He prefaced ess the large assembly. The preface is explanation of the proposals in de-il, with a brief history of the origin the project, first brought forward a meeting of the Committee of Fifty Nor were these local earnings and the project, first brought forward at meeting of the Committee of Fifty alled to give consideration to the Port Angeles railway and ferry plan. Mr. T. W. Paterson had then outlined roughly the project now submitted for consideration, and if any credit were due for the Com, it assuredly belonged to Mr. Paterson, it assuredly belonged to Mr. Paterson, it was on the 17th of May last submitted to a meeting of representative merchants, convened in the Board of Trade rooms, a committee being then appointed to investigate and report back.

primarily follow the Nicomek! valley, practically the valley of the Fraser, and the Port Angeles project some time ago, to possess the Great Northern line from Blain to Liverpool, an existent line siving a thrice-a-week service to New Westminster. This was the first of the roads actually in operation with which connection would be made.

After this first twelve miles, a high sluff presented itself, to avoid which a detour was proposed, the railway keeping to the rich valley of the Fraser, and in the Colonist, Mr. Lugrin had claimed at a meeting on the Port Angeles project some time ago, to possess a very thorough knowledge of one section of the Pugest Sound coast line, he might with profit study up the valley and of British Columbia—which would make the best reading that had been printed in the Colonist for years.

Still dealing with Mr. Lugrin and what he asserted that gentleman had written in the Colonist, Mr. Renouf argued that

rould have to do would be to get off the Vancouver & Eastern people wanted to rain at Mission Junction, and come on use the line, they could secure the same the new and direct line. running rights over it as the C.P.R., mile point, the new road N.P.R. or G.N.R. this city by the new and direct line.

sating the edge of the citzens to discuss the auedge of the citzens to discuss the auedge of would be amply sufficient.

Two hundred thousand dollars was alleved for the ferry boats, a careful estima'e on the freight car transfer having
Supplementing the business of the rediatant meeting, His Worship observed
that a somewhat similar scheme to the
me how brought forward had been in
me assurance that the sum namthe dream of becoming a transcontinental railway terminus, and aim to become
tal railway terminus, and tal railway terminus, and tal railway terminus, and tal railway terminus, an flow brought forward had been inlived to Victorians about ten years
when the people were less disposed
when the people were less disposed
argin of \$20,000 for securing greater
speed if lesired for the passenger steamspeed if lesired for

ney road, and taking into account the government contribution to the maintenance of this short line, increase the obligation upon the citizens by but \$50 per diem at the outside, an amount that he believed would be more than met by local earnings.

New years these local compines and the contribution of the projected road received only a partie of the local business of the Maintenance of the local business of t

as the C. P. R. unquestionably content paying in a very short mind and Patos_Island on the right, the course the ferry being changed between two shift of the paying in a very short mind the White Rock, all along the Mainland the project was to be condemned as experimental, and had intimated that the transcontinental railways would not nesperienced in the building of landing cessarily give up their present means of connection with Victoria, for the rail From White Rock the railway to be some would point well taken, and observed that while rimarily follow the Nicomek! valley, Mr. Lugrin had claimed at a meeting on

ing to the rich valley of the Fraser, and taking the necessary bend so to do. At the thirtieth mile, the Seattle & Northwestern iallway, operated by the C. P. Was to be crossed. At this point each day's Imperial Limited was at the December of the seattle, so that with the new road conbressent time met by a waiting train for Seattle, so that with the new road constructed assengers for Victoria would have been constructed from the Boundary country, it might very conveniently connect with the now-proposed line after coming through the Hope mountains—and it might build a parallel tructed passengers for Victoria would mountains—and it might build a parallel line down the Fraser valley, where there would be ample room. If the Victoria,

At the 35 mile point, the new road found itself but two miles from the Northern Pacific town of Sumas, with a laily train service of the N.P.R. Thence of aiming for a northern line, he quite was designed to follow the upper part agreed. The farther-north road came, Sumas lake, through as fine an agri-Itural country as any in the West, on the town of Chilliwack.

The original plan which Mr. Bell had referred to in the transportation chain was an entrance argument that could be brought to bear to the Kootenays, and the fourth—the

Council Will Be Asked to Present of the August and the Common of the August and the August and the Common of the August and the Comm

t would meet with a fuller measure success than its predecessor on similiars that he had referred to, known lines that he had referred to, known

Nor were these local earnings and the portion of the local business of the Mainranscontinental business alone to be land districts traversed, it would pay

MR. A. L. BELYEA.

Following Mr. Paterson, whom Mr. Renouf had introduced as the father of the present project, Mr. A. L. Belyea said that the characteristic of Victorians that had most impressed him recently that had most impressed failing received was their apparent apathy to the importance of developing the country round about them, and its trade. He had supported the Victoria & Sidney railway scheme at its inception, and would support the present scheme, for the reason that the Victoria & Sidney road was the first, and the Victoria & Chilliwack road the second link in a transportation chain that would do much for the upbuilding of Victoria. There were yet other links to follow. Victorians should get out and see what was going on. The world was moving, and it would not do to rust. At the present time Victoria to the links to follow of the running. It would not do to allow the avenues of trade to become fixed, and to the exclusive for a ten word message, with 3 described for each additional word. The cents for a ten word message, with 3 described for the quantity of embarking in the experiment of municipal ownership, escaption of municipal ownership in opposition to the powerful private corporations controlling the three trans-continental railway systems. It would, he held, be better to give a fixed pouncy or guarantee, so that the limit of aid might become a fixed quantity.

Mr. Paterson had pointed out the impracti-bility of inducing any of the cross-continent limit of aid might become a fixed quantity.

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Mr. Paterson had pointed out the impracti-bility of indu was their apparent apathy to the imtrade to become fixed, and to the excluion of Victoria, for nothing was harder than for a city to win back a recognized position once lost in the world of commerce. Now was the time for the city to get in—to get in on the ground floor. Trans-Pacific trade means much for Victoria, and if Mr. Paterson's dream of an Oriental fleet at the outer wharf was realized, it mean the end of the Indian reserve for one thing—for all this land would be required for business purposes.

Questions or discussion being invited, Mr. C. H. Lugrin next came to the platorm, explaining that he had no intended in the platorm, explaining that he had no intended in the platorm, explaining and should not have sons Produce Company in this city, Questions or discussion being invited, Mr. C. H. Lugrin next came to the platform, explaining that he had no intention of speaking and should not have done so but for Mr. Renouf's determination to draw him personally into the discussion as antagonistic to the scheme—thereby doing him an injustice, and apparently an inputional injustice. mr. Renouf—No; no.

Mr. Renouf—No; no.

Mr. Lugrin, continuing, held that while it became a party of his duty as an edit-

or to comment upon, analyse or criticise such projects when presented, Mr. Renouf could not point to a single word directed by the Colonist or himself against the present scheme. The first oint to which Mr. Renouf had invited attention, as to the absence of connection with Vancouver or Westminster, was a fair reference. It would become

Boundary Bay extended a sandbar, with only 1¼ fathoms of water at mean tide—of New Denver shot four on the creek. Tom Reid of New Denver shot four on the creek of low tide, which means a variation of from 5 to 7 feet. How, then, was it to be guaranteed that a vessel of the class instanced would be able to get across this bar running three miles from the shore?

Mr. Renouf interfected that there was deep water to the right of the course.

Then as to the financial side of the question, Mr. Lugrin held that as the road did not contemplate direct connection with either Vancouver or New Westminster—and the either Vancouver or New Westminster—and the either Vancouver or New Westminster—and the solution of the course.

Then as to the financial side of the question, Mr. Lugrin held that as the road did not contemplate direct connection with either Vancouver or New Westminster—and the solution of the course.

The Analysis Lewis exhibited as collection of photographic views, taken and eristic selil. Miss Lewis at collection of photographic views, taken and eristic shill. Miss Lewis at collection of photographic views, taken and finished by herself, which were pronounced by competent judges to show both taste and artistic skill. Miss Lewis at collection of photographic views, taken only a few lessons from Mr.

J. B. McLean and her skill reflects the and inished by herself, which were pronounced by competent judges to show that as and artistic skill. Miss Lewis at collection of photographic views, taken only a few lessons from Mr.

J. B. McLean and her skill reflects the deliams of the other particular and pupple.

Mr. W. B. McLean and pupple and the action of the case may require.

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Mr. W. B. McLean and pupple and pupple and pupple and the statement of the case may require rediction of the case may require rediction of the extension of the edition of the pupple with the Cannounce of the case may require.

Mr. W. B. Mc

the municipal ownership principle in such a case, and wished it to be clearly understood that while he broadly agreed with the proposition, he held himself free, in his editorial capacity or otherwise, to criticize such details as might not commend themselves to his judgment.

MR. F. F. RAITT.

MR. F. F. RAITT.

Mr. F. F. Raitt followed with a short but humorous speech, in which he stated that having lived nine years in the vicinity of the proposed Mainland terminal point, he could testify that the sandbar was nearer to the coastline of Boundary Bay than shown by the official charts.

been contracted for, but owing to prior orders will not be delivered in less than three months. However, the company use of a four-drill compressor.

C. R. Raymond, of Greenwood, is here. He is the authority for the statement that Macdonald & McEntire, of that place have made a second payment.

Monday.

Yesterday Bishop Perrin administered the right of confirmation to about twenty candidates at St. Saviour's church. This morning at 11 o'clock Rev. C. A. Procunier, of Fort Steele, will be advanced to the priesthood. The candidate will be presented by Rev. H. Irwin, of Rossland.

Idea of ore, In another working the cross-cut from the drift is seventeen feet in ore. The survey of an aerial through him been concluded for the purchase of the Le Roi, but the company at a Rossland meeting refused to confirm the sale.

After the failure to ratify the purchase the B. A. C. decided to cancel the agreement, and to purchase ment, and to purchase as well as a series of the sale.

west will be pushed with vigor. west drift will be extended up to under No. 1 shaft. Several hundred tons of ore, removed during the crosscutting of the vein, has been piled on the dump Large ore bunkers are now under con struction. A ten-drill compressor has been contracted for, but owing to prior

the speaker held that the present aroused interest augured well for success. He closed by proposing the endorsing resolution above set forth in its entirety.

There was a momentary wait, during which the Mayor twice asked for a seconder. Then Mr. F. F. Raitt rose to accept this office.

MR. C. H. LUGRIN.

The speaker held that the present aroused interest augured well for success. He wide carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. A shaft was down fourteen feet in solid gold desirous of becoming owners of the Le wide carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. A shaft was down fourteen feet in solid gold desirous of becoming owners of the Le wide carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. A shaft was down fourteen feet in solid gold desirous of becoming owners of the Le wide carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. A shaft was down fourteen feet in solid gold desirous of becoming owners of the Le wide carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. A shaft was down fourteen feet in solid gold desirous of becoming owners of the E. A. C., had been in negotiation appening on the Deadwood. Most of the minest looking ore was taken from an opening on the Deadwood. Most of the inest looking ore was taken from an opening on the Deadwood. Most of the inest looking ore was taken from an opening on the Deadwood. Most of the inest looking ore was taken from an opening on the Deadwood. The make the carrying good values in gold, copper and silver. Mr. Wolfe is developing the Homestake and Deadwood. The B. A. C. for a long time had been desirous of becoming owners of the Le was provided in the case, it is as follows:

The B. A. C. for a long time had been desirous of becoming owners of the Lewis and III and the case, it is as follows:

The B. A.

The Pathfinder mine will shortly make an experimental shipment of ten tons of shares, and the shares controlled by Peyton numbered 262,009, owned as follows: L. F. Williams, 13,121; J. T. English, 2,198; J. N. Scearce, 2,000; George Shedd, 1,000; I. N. Peyton, 3,100; J. Peyton, 75,151; C. L. English, 12,341; L. D. Goss, 4,000; W. W. Coe, 500; W. A. Peyton, 75,151; C. L. English, 21,524; V. Peyton, 72,086; D. W. Henley, will receive a preliminary hearing on Monday.

Yesterday Bishop Payrin administered to the Parts of the part of the parts of the parts of the parts of the pathfinder mine will shortly make an experimental shipment of ten tons of ore to the Trail smelter. There are now over four hundred tons of ore on the dump. In clearing the ground last week for a new working double compartment shaft a new ledge was encountered showing as far as opened up six feet of clean ore. The other shaft, sixty feet distant, is down 150 feet, and at the cross-cut at the 50-foot level there is fourteen feet of ore. In another working the dump. The pathfinder mine will shortly make an experimental shipment of ten tons of ore to the Trail smelter. There are now over four hundred tons of ore on the dump. In clearing the ground last week for a new working double compartment shaft a new ledge was encountered showing as far as opened up six feet of clean ore. The other shaft, sixty feet distant, is down 150 feet, and at the cross-cut at the 50-foot level there is fourteen feet of ore. In another working the authorized Peyton to dispose of their stock. A provisional agreement had

The control upon the control of the

British Columbia, left here yesterday for spect of the 262,009 shares, then such his home at Kamloops. Mr. Wilson, it claim was satisfied and discharged by will be remembered, was taken ill at payment before action. That if the will be remembered, was taken ill at Nelson some months ago and was in the hospital of that city for a considerable time. Upon his regaining sufficient health to make a move possible his company sent him off to Los Angeles and Southern California generally, for a three months' vacation. The trip has had the desired effect and Mr. Wilson has completely regained his health. On his repletely regained his health. On his re-turn to Kamloops he will at once assume his duties as superintendent. Mr. Wilson is a frequent and always welcome visitor in Rossland and his friends will rejoice to know of the complete restoration of his health. his health.

Professor Frank Miller is now in town with his big balloon and parachute and is making arrangements in connection with the City Council band to give a

Mr. J. Wilson, superintendent of the Canadian Pacific Telegraph service in any claim against the defendants in re-

For the Museum.-The Dominion government has secured for the museum at Ottawa the finest collection of British Columbia and Alaska Indian curios that The original plan which Mr. Bell had been asked to investigate, aimed to go further still—to the head of the value of attempt and the Population and development warrant the extension almognition in the neighboring cities in a commercial would undoubtedly be so stimulated by the construction now proposed, that it was not been only a matter of a short time for the carrying forward of the road and matter of a short time for the carrying forward of the road and matter of a short time for the carrying forward of the road and matter of a short time for the carrying forward of the road in matter of a short time for the formation would be found a matter of a matter of a matter of the formation would be found a matter of a matter of the carrying formand of the road time for the statement of the transportation cham was an entrance to the tooknet and the foot to statement on the tooknet and the formation continued to give a few further asserted that angerous reefs for the collection of British or to statement upon the collection of British of the town the constraint of the transportation cham was an entrance to the tooknet and the could be formatical charks, and the fourth that made on the upon the Dominion government toward in the Dominion government toward the Poput of the three sources of our future prosperity—the fact that angerous reefs for the three sources of our future prosperity—the fact that angerous reefs for the transportation cham was an entrance to the found as declarated and secnsion and the found as source of our future prosperity—the fact that angerous reefs far further asserted that angerous reefs further asserted that angerous reefs far further asserted that angerous reefs far further asserted that angerous reefs far furt