DING FOR THE MARKET

ns on the Various es of Horses and Their Uses.

ing is a synopsis of an ad- red by Dr. J. Hugo Reed, expert judges employed by ent at the recent Charlotte-

is breeding for the market d out what the market de- then make up his mind as e of the horses in demand he at most profit to himself. ling horses today are heavy arriage horses and saddle

ughts.—Prince Edward Isl- ably in a position to produce horses. The Clydes are a and seem to be in most de- stallions at present owned when mated to good mares produce colts that will sell sonably heavy mare of good is required. There were the grounds where Clyde been bred to light mares bred blood. The progeny cripts of no particular use, the general result of such ing.

horses.—The distinction be- ge horses and roadsters is well understood by exhi- gements or people in the ovinces. These are two es of horses, and should l in the same class. There ovisions at least for a sin- in harness and a matched

tion between roadsters and es is not a matter of size, g. The road horse is valu- erformances in getting over carriage horse for his at- his style and action, in ad- road qualities. The car- demand today must have ction, folding his knees and d he must do this no mat- going five miles an hour or must hold up his head id of a check and always In size he may vary from 0 16 hands or even slightly general rule the carriage have more substance than be more horizontal in the bove all must have a high The road horse with low rhaps low head may go rther and last longer than horse, but he is not so much In the large markets, Chi- ork, Detroit and even To- rriage horse may sell for , while the road horse will $150 up.

arriage Horses.—Standard claim that their stallions carriage horses. This is extent, but the percentage . The surest way to get es is to use a stallion with action. He is best got in or one of the coaching nally I prefer the English ne dam must of course be ted. To mate well with the e mentioned, she must have warm blood. She should ed by a standard bred or d stallion. This is neces- the hackney and coaching ot a long continued purity d so have not that pre- the thoroughbred stallion, has. They cannot, there- thoroughbred, impress their upon colts from mares of nd cold blood. Kilnwick e hackney you have here le, if intelligently mated, good type of carriage et carriage horses by the roughbred sire, you must of high action, for the natural gait is a gallop s long, low action. He is, purest blooded animal in

the term "thoroughbred" uch abused. It can only applied to the English racing horse or his pure- nt. The word cannot be Clyde or a hackney, nor a Percheron. Such animals bred, but never thorough- noroughbred stallion from breeding can give better ther stallions, with rough ed mares, and will often le horses that way. It is f thoroughbred blood that the standardbred trotter is his thoroughbred an- gives him his courage and

ses.—As above indicated, best be got by the use of stallion. Mares of strong should be chosen. Strength uarter is an all-important ree saddler. A good general- can be used and will give for heavyweight riding han mares of finer breed- addlers are perhaps the horses today to buy, and g as good prices as the

ciples.—Whatever line of an may follow, he must e purpose and know what There are now on the many mares that would h the thoroughbred and achine stallions. I would rse or cold-blooded mare, deavor to get one with or other warm blood. As a good driving mare will n a hackney. If govern- n of horses, such as is Quebec, could be carried m political intrigue, it ood thing in any country. have, however, the whole r own hands; the scrub tists because he is patron- eders demand pure-bred crub will have to go out Some farmers seem to ause they have not got a t is not worth while to o $15 fee for a good stal- ke a scrub at from $4 to reat mistake; if a mare ing at all, she is worth best stallion procurable. of the horse business is e and enterprise among rather than government

W. HODSON, ive Stock Commissioner.

D ROLLER BOATS.

s to Establish a Plant in dney, N. S.

Toronto, formerly of roll- boat fame, is anxious to ey, N. S., a ship-building nstruction of his tubular napp visited Sydney last some negotiations with he Town Council in refer- shipyard there. In a let- rt time ago at Sydney by real estate agent, Mr. mullins to select a suitable uildings plant. He states mence the erection of his ed $60,000 and a free site uctural steel for two ves- already been ordered in o be landed there when leted.

e able to launch the first pening of St. Lawrence entions that the Roths- to back up his project.

Wm. as he stopped paging essel and turned to look America, now fast receding. "I can't say I was real- in that country. No s ever been named after ibune.

Father thinks it would I should travel." Caro- an for him or for you?"

Would Stop Pelagic Sealers

Further Efforts to This End By the United States Government.

Britain to Be Asked to Stop Sealing in Behring Sea.

Not content with the unfair restrictions which now hamper the pelagic sealing industry, the United States is endeavoring to secure an agreement with Great Britain, whereby the Victoria sealers will be driven from the Behring sea, and no schooners will be allowed even under the unheard of restrictive arrangement, to hunt seals in the Behring sea, the killing of fur seals being left solely to the pet corporation of the United States—the Alaska Commercial Company—which has the monopoly on the seal islands of the Behring sea, and which, according to its own reports, included lately "a class of seals among those killable, which have hitherto been immune." The United States is seemingly being driven by this petted corporation into seeking an arrangement which will, it is safe to say, be refused the acquiescence of the British government, whereby the competition of the pelagic sealers, who work under such disadvantages by the restrictions imposed as a result of the Paris tribunal of 1894.

A bill for this purpose is now pending before the United States Congress, which is aimed at the pelagic sealers of this port. This bill, which was framed by Senator Bredler, of Ohio, and, according to a special despatch from the Washington correspondent of the Seattle Times: "In order to prevent the extermination of fur seals, which will soon occur unless prompt measures are taken to prevent pelagic sealing, this bill authorizes the President to negotiate and conclude negotiations with the government of Great Britain for a review of the conditions affecting seal life on the sea islands and in the adjacent waters of Alaska, with a view to determine what further regulations may be devised and adopted that will restore and preserve the fur seal industry of Alaska for the good of all mankind and put an end to the cruel and wanton practice of killing seals now permitted and carried on under existing regulations.

"Pending this investigation and review, the President is authorized to conclude and proclaim a modus vivendi with the government of Great Britain, whereby the killing of any or all fur seals on the land or in the sea by the subjects of the respective high contracting parties shall be suspended and entirely prohibited, except a few hundred young male seals annually on the seal islands for the food of the natives; this modus vivendi to continue in force until abrogated by mutual agreement of the parties thereto.

"If, however, the President fails to secure the modus vivendi authorized by this bill prior to the opening of the sealing season of 1903, then, and for the sole purpose of preserving the fur seal species from full and complete extermination on the seal islands, and in the waters of Alaska, the Secretary of the Treasury is authorized in his discretion, with the approval of the President, to take all of the seal life on said islands, except 10,000 adult female seals and 1,000 young male seals.

"This action on the part of the Secretary of the Treasury cannot be taken until all effort to secure from the government of Great Britain the modus vivendi authorized by this bill has failed, and will be taken then only because the government of Great Britain declines to enter into negotiations with us for the preservation of the seal herd referred to. In that event the pelagic hunter will continue the ruthless and inhuman destruction of the fur seal in the ocean until their extermination is complete. For that reason the discretionary authority given by this bill to the Secretary of the Treasury to take the seals on the Pribyloff islands is justified.

"If this authority is exercised it will end the business of the pelagic hunter and at the same time enable us to stop sensibly and properly the work of killing of young males on these islands, thus saving from the Canadian hunters and our own people the right proportion of male and female life to preserve the species from utter destruction.

"Unless we stop the pelagic hunter in his work of destroying the female seals in Alaskan waters outside of the sixty-mile zone, which entails the starvation of their pups left on the Pribyloff islands awaiting their return from the feeding grounds, there is no justification in our trying to preserve the seal herd for him to destroy at sea.

"We cannot reasonably ask our people to expend their money to preserve the seals on the land or on the seal islands in order that the Canadian pelagic hunter may ultimately destroy them in the ocean. Yet, if some regulation is not adopted to govern our own people in the killing of young male seals upon the islands, the young male life will be completely destroyed by 1906, and the birth rate cease on the breeding grounds almost immediately thereafter."

AN ANCIENT GALLEON

Of Some Old Sea Rovers Found at San Diego.

According to advices from San Diego, under the waters of San Diego bay, over by Point Loma, in the vicinity of the quarantine station, lies the dismantled hulk of some ancient galleon, which has probably lain there for generations. As to how it got there and as to whether it belonged to Cabrillo or the fleet of some other explorer can be merely a matter of surmise, but its construction indicates that it is of very ancient date. It is said that the Portuguese fishermen have known of its whereabouts for a long time past, as they sail over the water all about that section.

It remained, however, for two young men, John Skewes and a companion, on Sunday last, to bring in the first tangible proof of its existence. In some manner they learned of the whereabouts of the old vessel, and there being an exceptionally low tide they started out to investigate it. After some little difficulty they located a part of the bow of what appeared to have once been a large vessel of very ancient construction.

As far as they could get out in the water they found some ten feet of the bow and the rest probably lies beyond that in deep water. To a considerable extent the heavy planking had been torn off by the tides which have swept over the old hulk for many years, leaving bare huge ribs over a foot in diameter, making the vessel to have been a large craft. Upon investigation of the planking which remained they found that in the whole construction not a single piece of iron or nails in any form had been used by the builders. Most of the ribs had been attached by means of wooden pins, and what was still more remarkable they found in several places spikes of copper.

With considerable difficulty they removed one or two of the spikes and brought them back to the city. The spikes are about six inches long and mainly forged out by hand.

The wreck is a matter of much speculation among those who have known of its existence and there might be an interesting tale in connection with it. The probabilities are that it is one of the deserted galleons of some old Spanish adventurer of ancient days, which was sunken in the sands and had been gradually worn away by the action of a century's tides.

"IT IS SAID."

Denver, Colo., Dec. 18.—Nearly 9,000 Boers, it is said, are preparing to immigrate to the United States and will settle in Colorado, New Mexico and Texas. The representative of this movement is General Samuel Pearson, late quartermaster general of the South Africa Republic, whose headquarters are in New York. Colorado friends of the Boers have been in communication with General Pearson in regard to suitable lands for the settlers, and General Devilliers, who is now looking over the lands has expressed himself as very favorably impressed with the state.

NOBLES OF THE MYSTIC SHRINE

Gezah Temple Admits Many Worthy Travelers From The Desert.

As noted in the Colonist last week Gezah Temple, of the Order of the Mystic Shrine, held its first initiation session last night in Masonic Hall, ex-pilgrims who had traversed the torrid sands of El Sahara had assembled in strength to witness the tribulations of the neophytes. They came from San Francisco, Tacoma, Portland, Seattle, Vancouver and numerous points within the Western circuit of the order established many years ago by the reverend Dr. Fleming, who had the honor of introducing the order to the Western world. The mysteries of the mystic shrine are among those which the occult experts of the Orient—the Yogies and the Mahatmas—have preserved so successfully during many centuries, and are now revealed to Western minds through the efforts of Dr. Fleming and others who imperrilled their lives by an incursion into the forbidden mysteries of the East.

Gezah Temple had a most auspicious meeting last night, pilgrims from the desert waited at its gates craving for admission to its pleasant oasis, and after the applications had been proved, and found worthy, the following were admitted to membership:

R. B. Robbs, G. S. McTavish, J. H. Lindsay, K. B. Munro, A. A. Davis, H. McClusky, W. Tricky, Jas. Greer, J. S. Russell, R. Curry, T. O'Connell, R. Evans, E. J. Thomas, Jas. Crossan, A. J. McMurty, D. Nicholson, J. Thompson, W. K. Leighton, J. J. Jackson, S. W. Buckman, W. H. Smith, T. J. Worthington, A. McKeon, T. J. Armstrong and A. E. Smith.

PATRIARCH OF THE HERD

Old Buffalo Bull Is Still the Monarch at Silver Heights.

From Winnipeg Free Press.

Yesterday an understanding was arrived at in the buffalo family. Silver Heights might have been the scene of a deadly battle between the old patriarch of the herd and young McCreary, but discretion evidently struck young Bill as the better part of valor, in this case, and he accepted the part of second fiddle without showing fight.

The question which has been decided is a momentous one. It was whether there was to be an absolute monarchy or not, and now it is decided that there will be an absolute monarchy, and McCreary, the 4-year old bull who, until yesterday, considered himself capable of managing the affairs of the household has accepted the fact that he has to submit to the old bull's ruling in matters of state. All summer the old bull, for several reasons which will be enumerated, has been locked up in a stronghold. The walls of his cell are of heavy logs and are ten feet from the ground. It was built none too strong, for the old fellow would have broken loose from any place less secure. The reasons for this unusual form of captivity arose from a domestic squabble in which young McCreary, aided in a small way by Horace Wilson, the other baby bull, on the one side and the old patriarch, who is one of the original herd in Lord Strathcona's time, on the other side, upset the quietude of the herd and made it impossible for the five cow buffalo to know just exactly who was boss.

McCreary was not strong enough to go in and give the old bull a licking, though he had lots of courage, but Horace Wilson had't the nerve to even lift his voice against him. To show that he was boss the old bull made himself very objectionable and would bellow and roar himself into a fury of excitement to put fear and trembling into the hearts of the younger bulls. So far as Horace was concerned he succeeded and McCreary was left without an ally and sulked by himself.

What led up to the arrest and incarceration of the old bull happened early in the summer. He took it into his head that he was not only governor of the buffalo herd but that he could govern other things as well, and directed his attention to horses grazing quietly in adjoining fields or cows wandering over the meadow, and once he charged up Portage avenue, ordering the herd to follow him, which they did. McCreary refused.

The old bull at last got so dangerous that he was locked up. Then McCreary was chief and Horace Wilson, good naturedly or from faint heartedness, took second place. It was thought that by keeping the old bull locked up his spirit and temper would be broken. His temper, however, did not have a chance to improve for young McCreary would pass the morning, afternoon, and part of the night in roaring at him through the logs of his cage. He called him many bad names and dared him to come out and fight. The spirit of the old buffalo was not broken, and he would rush wildly at the walls of his cage to get at young McCreary. The walls were too strong and when McCreary saw this he took even more delight in torturing his superior by bellowing louder. Outside of this McCreary's conduct was irreproachable and visitors always found him very friendly and gentle and the rest of the herd were quite satisfied with him as a leader.

Not long ago owing to McCreary's taunts the old bull broke out from his prison. McCreary must have made himself scarce. There was no fight, but when Mr. Preston, who has charge of the herd for the city came to look after them on this particular day he found the paddock usually occupied by the bull empty. Roaming about in a sulky way was young McCreary, but the others were nowhere in sight. Horace Wilson was gone too. The herd were traced and were found 18 miles away at Champlain Lake, near LaSalle. The old patriarch had led them away and they had stampeded with him in the lead over hill and down dale, caring for no obstacle. It was with some difficulty that they were got back

For the rest of the summer the old bull was left in his paddock, and young McCreary grew and became stronger and more ready to fight. There was only one way in the mind of Mr. Preston to settle the question, and this week he decided the time was ripe for it. McCreary had been exercising all summer and the old bull had no chance to, so it was thought that McCreary could at last prove to the satisfaction of the herd by licking the old man that he was the rightful master. Mr. Preston sent word to Ald. McCarthy and obtained permission from the buffalo committee to allow the duel to take place. It was to be a great fight and though means were to be taken not to allow it to be to a finish, still it was expected that a good deal of blood would be spilled.

The day for the duel was fixed for yesterday. Several of the city aldermen were to attend but owing to the muddy condition of the road to Silver Heights, they did not go out.

A Free Press reporter, who learned of the event, drove out in order to record the fight and furnish to the public the details of "The Buffalo Battle of Silver Heights."

It was a moment of intense excitement when Mr. Preston threw open the gates of the old buffalo's yard. Young McCreary, who had watched the preparations and seen the ropes ready to lassoo the buffalo who conquered, and was in the mood to extract the death penalty, seemed to know there was something expected of him. He separated himself from the herd and eyed Mr. Preston at the gate.

The gate was thrown open. With a low, angry bellow the old bull walked out. Fire glinted from his eyes, set deep in the shaggy mass of hair. His mane became rigid and his tail curved like a piece of iron. Mr. McCreary looked at him and the fire in his eyes seemed to die out. The old bull walked up to him with determination in every step. He did not stop until their two noses were close together. Young McCreary never moved, but winked weakly, and though he too, crooked his tail and tried to look fierce, he showed no desire to fight. The two bulls blew into each other's nostrils for several seconds, and then the old fellow calmly turned his back on McCreary, walked off and the herd followed him. Horace Wilson included. Young McCreary stood still a few minutes longer and then fell in line and brought up the rear as the herd made slowly for better feeding grounds.

RAGAMUFFIN ARMY.

Mr. Morgan Meredith, an English tourist now in Seattle, has given the following interesting interview on Venezuela to the Seattle Post Intelligencer:

Mr. Meredith has visited Venezuela twice, the last time being only two years ago. He is now on a sight-seeing trip, and after spending two months in Canada expects to remain as long in the United States.

According to the impressions of Mr. Meredith the war between the little republic and the two great powers of Europe will not last long, but if the Venezuelan government decides to hold out it will be a bloody struggle.

"Venezuela is one of the most beautiful of the Southern countries," said Mr. Meredith at the Butler yesterday afternoon, "and it is a pity that its coast cities have to be despoiled by war.

"I have visited there twice, and only returned home from Caracas two years ago. I am of the opinion that the struggle will of necessity be a short one, for the Venezuelan government is not fit to go to war with any power. Every leader in the country has a little band of followers whom he calls soldiers. When the time for a revolution is ripe the leaders get together and decide upon some one general to support. Then the soldiers of the others are transferred to his command and he takes the field as the rebel leader. The others support him for political promises.

"There is not one of these groups of soldiers that are what would be called armed. Their weapons are antiquated, and for the most part consist of Belgian rifles, which forty years ago were obsolete and had been discarded by all other nations. Since that time they have not been able to get any other kind of guns, owing to the fact that their resources are taxed in keeping down rebellions.

"All told I should say that Venezuela has 20,000 soldiers in the field. However, when you know how they are obtained you will be better able to judge of their worth. When a man is convicted of any crime in Venezuela his punishment is to be drafted into the army for the term of his sentence. While he is in service he receives the sum of $1 a month, when there is money to pay him, and out of this he has to buy his clothing. He does not have very much left, and he is not enthused with army life.

"In the event of the rebels capturing any of the government troops the men so taken at once transfer their allegience to the rebel force, and therefore in battle it is one of the great points to capture troops.

"It is very seldom that the Venezuelan soldier knows anything about what he is fighting for. He considers it his punishment, and does as much of it as he is compelled to.

"La Guayra is a city facing the harbor. Caracas is another city six miles back over the mountains, and the allied forces will have their fight in trying to if resistance is offered. The capital city is twenty-three miles distant by rail because of the circuitous route around the mountains.

"This railroad was built by English capitalists several years ago, and from an engineering standpoint is regarded as one of the most remarkable roads in the world. Its cost was $5,000,000. It climbs within this distance 3,270 feet to reach Caracas, and has no less than 360 distinct curves.

"The capital city is well fortified, so far as forts are concerned, and from the coast gives the appearance of being impregnable. However, it would soon be reduced if this was a necessity.

"The people of the country are not the most loyal. They are held down by heavy taxes to support the government, and gladly take a chance with a new leader in the hope that their burden will be relieved. They are, as a class, an intelligent people when their side of the story is taken into consideration. For a long time they have been in rebellion, and they always will be so long as the same class of men are kept in power. The government bleeding the people with taxes which are not being expended for their benefit.

"Caracas is a very pretty city. It is built after the fashion of many of the Southern cities and has an abundance of pretty gardens. In the evenings these are enjoyed by the populace, and good music is always provided. The classes that have no gardens of their own are content to go to the public parks, of which there are a number in the city of Caracas and also at La Guayra.

"The latter city is not so wealthy as Caracas, but is the principal shipping point in the country."

REPORTED SALE OF COLLIERIES

Report from San Francisco that New Vancouver Coal Co Have Sold Out.

From Our Own Correspondent.

Nanaimo, B. C., Dec. 18.—The reported sale at San Francisco today of the New Vancouver Coal Co.'s property was one of the topics of discussion here. Officials are silent pending the return of Supt. Robins, who is expected on Saturday, but they say they are not surprised at the news. The collieries are the only local industry, and business men are anxious to know what is in store for the town. The inclination is to believe it is merely a re-organization of the buying, producing and distributing agencies under one management, and hope is expressed that the deal does not foreshadow the retirement of Superintendent Robins.

Coal has been mined here since 1853. In 1862 the Vancouver Coal company began extensive operations. In 1882 Mr. Robins came out as superintendent, and shortly after the company re-organized as the New Vancouver Coal company. Three years ago they secured an extensive title to coal seams extending under the foreshore of the harbor and sea. The company owns large areas in and around the city, Newcastle, Protection island, part of Gabriola and Valdez islands, and the Harewood estate, consisting of 9,000 acres. Much of this is coal land, and much is covered by magnificent timber. The extent of the company's domain and valuable water frontages cause the reported figures of the sale at $1,500,000 to be doubted. This sum is just about the capital stock of the company, on which it has paid during recent years good dividends. Nothing is known here of the new company. Further details of the deal are awaited with keenest interest.

The report from San Francisco yesterday was to the effect that a deal had been consummated at that place by the Western Coal company, with a capital of $1,500,000, to purchase all the property of the Vancouver Coal company at Nanaimo, besides the barges, bunkers and other plant of Rosenfelds Sons in San Francisco, and the business of J. C. Wilson & Co., and Howard & Co. of Oakland. The new officers named are John L. Howard, president; Jas. B. Smith, vice-president; D. C. Norcross, secretary, and it is reported the company will increase the capacity of the mines at Nanaimo immediately.

"RICHARD CARVEL."

Dramatization Churchill's Great Novel at Victoria Theatre Tonight.

Andrew Robson is announced to appear at the Victoria theatre tonight in the part of all parts for which nature seems to have moulded him, the daring "Richard Carvel," in the play of that same name; and it is said that few actors have fulfiled the requirements of a character with more distinction and satisfaction. The play is of intense interest, and its composition so natural in construction that one does not think of it as a romance created in the imaginative brain of a literary genius, but simply accepts the events as if they had really happened, so deftly and ingeniously are the characters drawn and presented. The entire play betrays an originality in conception and a naturalness of force and harmony in coloring that places it today as one of the greatest romantic dramas of this decade; and in its presentation this season the management has spared neither effort nor expense in obtaining what is promised as a most excellent company, as well as embellishing the play with a scenic investiture which is said to be superior to any former presentation of this celebrated romance.

The Annual Military Ball

Officers and Men of the Fifth Entertain Their Many Friends.

Great Crowd Attends the Function--Magnificent Decorations and Effects.

Assembly hall was a perfect blaze of electric lights last night, nearly a thousand separate lamps having been used in the illumination and decoration of the building on the occasion of the annual dance of the Fifth Regiment. On previous occasions very elaborate effects had been wrought in Assembly hall by different decorating committees having that particular work in hand, but those whose duty it was to prepare the hall last night, must be awarded the palm, for the results of their labor in so far as originality and effectiveness is concerned, was far and away ahead of anything in that line ever seen in this city. And in spite of the infinite variety and dazzling effect produced, there was no crowding or confusion in the decoration—they were carried out in a carefully prepared plan, and each individual group, so to speak, was a coherent part of the greater whole. To attempt to describe the decorations in detail would be tedious and would convey but a faint idea of the beauty of the whole.

On entering the building a noteworthy innovation was to be observed in the way in which the vestibule had been treated, not only in decorations, but also in arrangements. It had been partitioned off into corridors at either side, one leading to the ladies' dressing room and the other to the gentlemen's. A partition joined the doorway ends of the walls of these corridors, and left in the centre of the vestibule a large open space, which had been treated as a gigantic marquee, the roof of which was formed of wide streamers of red, white and blue bunting. Around the sides of this improvised and most gorgeous marquee were arranged seats and easy chairs. The entrance to the "tent" was by doorways on either side, one for the gentlemen and one for the ladies. By this arrangement the guests entered the ball room through this marquee—the end towards the ball room having been left open, a preventative of the oft-noticed, thoughtless practice of the male sex, who will stand in the door of their dressing room (and sometimes in the vestibule itself), enjoying a quiet smoke, to the discomfort of the ladies as they pass to and fro. A neat conceit was a small Christmas tree, having the dance programmes suspended from its branches.

The same arrangement as to the screens at either end of the ball room were carried out as at the J. B. A. A. dance. That across the open end of the entrance marquee had a large crown picked out in electric lights suspended on the wall above it; in this crown alone 175 lights were used. At the opposite end of the hall a similar ornamentation in the shape of a large shield having in its centre a huge "5th" in blue, was suspended. The lights used in the shield were blue and white. On either side of this brilliant shield were large oil paintings of Their Majesties the King and Queen each with appropriate decoration. Under the shield was a handsome enlargment of the crest of the regiment. At either of the centre pillars at the sides of the ball room were large Maltese Crosses formed of colored electric lights, while on each of the pillars were displayed the royal crown. Along the top of the side walls all the way around the ball room was festooned a continuous drapery of red, white and blue bunting, while flags, evergreens and potted plants and ferns were used with marked judgment and care in completing the details of the scheme of decoration.

A particularly happy thought, and one which attracted general attention and admiration, were the pretty panels at various points around the room, containing the names of all the commanding officers of the local volunteers since confederation, including the D. O. C.'s. These latter were arranged along the West wall, the commanders of the Fifth were grouped about the shield at the North end, while the balance of the names were distributed over the remainder of the wall space. The complete list of all those officers is as follows:

Deputy adjutant-generals and D. O. commanding: Lt.-Col. Houghton, D. A. G., succeeded by Col. Laurie, Lt.-Col. Holmes, Lt.-Col. Peters, Lt.-Col. Benson, and Lt.-Col. Holmes.

Officers commanding companies and regiments:

Captain commanding No. 1 Company, Victoria Rifles, on formation: F. J. Roscoe, succeeded by Capt. R. Wolfenden.

Captain commanding No. 2 Company, Victoria Rifles, on formation: C. E. Pooley, succeeded by Capt. J. G. Vinter, E. M. Fletcher and P. Woollacott.

Captain commanding Victoria Company of Artillery, on formation: C. T. Dupont.

Major commanding Provisional Regiment of Garrison Artillery: C. T. Dupont.

Lieutenant-colonel commanding British Columbia Brigade Garrison Artillery (now Fifth Regiment): R. Wolfenden, succeeded by E. G. Prior, F. B. Gregory, R. Monro and J. A. Hall.

Another pretty idea was a number of handsome pictures of battle scenes, which were given a place upon the walls and added very materially to the finish and effectiveness of the rest of the decorations.

The supper room had also received its quota of decoration, the tables being arranged in parallel lines, that for the "distinguished guests" being ornamented with all the mess plate and silver trophies belonging to the regiment. Separate booths for tea, ice-cream, claret cup, and lemonade were arranged at intervals around the supper room, two on either side.

As would be expected, the music by the regimental orchestra was all that could be desired, while the floor was in perfect condition. The hall was taxed to its full capacity, the brilliant uniforms of the officers and rank and file adding to the brilliancy of the spectacle. For military balls have the advantage that instead of the male sex being garbed in the monotonous black of evening attire, there is the scarlet and gold of the uniforms, giving an additional variety to the scene of gaiety and mirth. Thus it was that the scene presented by the dancers at the Assembly ball last night was one of unusual brilliancy, and it is safe to say that this year's annual ball of the Fifth regiment will live in the memory of all who took part in it for many a long day.

The various committees having the organization of the ball in hand were:

Decorations: Lieut. Harris, Corpl. Spurrier, Corpl. Boorman, Br. Haskett, Grs. Ware, McKay, Foote, Thraw, Hughes and Wales.

Supper: Capt. Langley, Grs. Duncan, Porter and Doyle.

Reception: Lieut. Paton, Co. S. M. Lindsay, Sergt. Hayward, Bandmaster Finn and Gr. Laurie.

Gr. Colby, of No. 5 Co., acted as floor manager.

At midnight a most sumptuous supper was served, the whole of the arrangements in this department of the affair being carried out without the slightest hitch.

MILNE VS MACDONNELL

Defendant Must Pay Amount Received From Mackenzie and Mann.

In the Supreme court Mr. Justice Irving delivered judgment in Milne v. Macdonell, to the effect that the plaintiff was entitled to recover from the defendant such amount as should, upon taking an account, appear to have been received by the defendant from Mackenzie & Mann for plaintiff's half interest in V. V. & E. charter, with costs, other than costs of issue of fraudulent representation, which costs were awarded defendant as against the plaintiff and with liberty to speak to question of allowing plaintiff interest on amount received by defendant from date of receipt until judgment. H. M. Cleland and T. M. Millar for plaintiff; Joseph Martin, K. C., and J. M. Bradburn for defendant.

It will be remembered that this action was brought by Dr. Milne, who charged that D. G. Macdonell, barrister of Vancouver, by wrongfully representing the facts connected with the affairs of the V. V. & E. Co. to Richard Hall, of Victoria, who held a power of attorney from Dr. Milne, who was then absent in England, secured Dr. Milne's stock in the V. V. & E., practically, one-half the shares of the company, at $22,000, a depreciated value under the then existing conditions.

Mr. Justice Drake presided in chambers yesterday morning, and dealt with the following applications:

Devereux v. Victoria Terminal Railway Company—Order granted allowing defendant to enter defence. Costs to be costs in the cause. Wootton for plaintiff; Gregory for defendant.

Russell v. Prior—Application to dispose of preliminary objections to election petition. Stood over by consent to December 30. Miller for petitioner; Luxton for respondent.

Re Lenora Mining Company—Application by mortgagees for leave to proceed. Judgment reserved. Oliver for plaintiff; Peters for defendant.

Re A. J. McLellan, deceased—Probate of will granted. Dumbleton for executor.

A LARGE PACK OF WOLVES.

Huntsmen Near Duncans Discover a Herd of Thirty of These Animals.

H. Maitland Dougall, Government Agent at Duncans, is in town on business connected with his office. General regret is felt at Duncans on account of the sudden death of Mr. Nelson, the late proprietor of the Quamichan hotel, the sympathy of all is extended to the widow.

Mr. Dougall states that a few days ago a party of gentlemen who were returning from Cowichan lake ran into a pack of about 30 wolves while driving along the road. Mr. A. H. Lomas, who was one of the party, heard the howl of a wolf and stopping the carriage proceeded to investigate. He and his companion had gone but a few paces into the woods when they spied five of the animals. They succeeded in killing one, and wounded three others, but although they tracked the bleeding animals for some distance did not succeed in overtaking them.

While this was going on two other wolves made their appearance on the road not 30 yards from the horse's head, and squatting down proceeded to leisurely survey the horse. The horse began to plunge, and the driver was unable to get a shot at the beasts, although he was making a brave attempt to do so. Presently the wolves gave a howl and this proving too much for the already racked nerves of the horse the latter bolted and almost wrecked the vehicle before he could be brought up.

Wolves are not uncommon visitors in the neighborhood, but have never been known to be in the vicinity so early in the winter, nor in such large bands. During the same trip the party had a shot at a large black bear, but did not bring it to bag.

REGIMENTAL ORDER.

Additions to Fifth Regiment—Drills Discontinued Till After Holidays.

The following regimental order has been issued by Capt. J. A. Hall, commanding the Fifth Regiment:

The following men having been attested are taken on the strength of the regiment, and given the numbers opposite their names:

No. 12, Alfred Lunn Sturgess, 16th December, 1902.

No. 23, Joseph Eva Phillips, 16th December, 1902.

No. 21, Lewis Warn, 18th December, 1902.

The following men having been resworn are continued on the strength of the Regiment:

No. 102, Bomb. C. E. Lawson, No. 3 company.

No. 196, Gr. A. W. Ward, No. 4 company.

No. 288, Corpl. J. Walter Lorimer having been granted his discharge is struck off the strength of the regiment, 12th December, 1902.

The commanding officer has been pleased to approve of the following promotions in No. 4 company: To be Company-Sergeant-Major, Acting Co.-Sergeant-Major R. W. Lindsay, vice Short, discharged. To date from June 14, 1902.

All drills will be discontinued after December 23, until January 5, 1902, when each company will parade on their respective drill nights.

Lieut.-Col. Holmes, D. O. C., wishes all members of the Fifth Regiment Canadian Artillery a Merry Christmas and a Happy New Year, in which the O. C., Fifth Regiment, heartily joins.

"Yes," said the fond mother, "I am determined to give little Johnny a good time this Christmas. He is going to have angel cake, sponge cake, chocolate cake, banana cake, orange cake—" "And stummy cake!" interrupted the irreverent pater-familias.—Baltimore News.

Mrs. Church—"Is your husband the kind of a man who believes in killing two birds with one stone?" Mrs. Gotham—"Gracious, no! Why, he's President of the Audubon Society!"—Yonkers Statesman.

CHICAGO MARKET.

Chicago, Dec. 18.—The following were the closing prices of futures on the Exchange today: Wheat, Dec., 73; May, 76¼ and 76⅝; July, 73⅝ and 73⅝ and 73¾. Corn, Dec., 46⅝; Jan., 45¼; May, 43¼; July, 42¾; spot, 41¼. Oats, old, 30¼, May, 32½ and 32⅝; July, 31⅝; Aug., 30½.

Will Build Boats Here

Futher Assurance to That Effect Given By Mr. Wood.

Another Important Conference On the Terminal Railway By-law Yesterday.

There was a very important conference held yesterday afternoon at the City hall between the board of aldermen, President A. E. Wood, of the Victoria Terminal Railway Company, and a deputation representing the Victoria Trades and Labor Council. The conference had been arranged at the instance of His Worship Mayor Hayward, who was acting with the consent of the council. The point discussed was the possibility of inducing the directors of the Victoria Terminal Railway Company to consent to the placing of a clause in the proposed bylaw which will make it binding upon the company to build its ferry boats either at Victoria or Esquimalt. After a prolonged discussion it was finally conceded by President Wood that such a clause will be inserted, providing he can satisfy himself regarding certain facts which he is desirous of being possessed of.

Mayor Hayward presided. All the aldermen were present; the deputation of labor people numbered seven, headed by President David Kelly, of the Shipbuilders' Union. President A. E. Wood, of the railway company, was accompanied by Thornton Fell, the company's solicitor.

The Mayor briefly explained that the meeting was called in order that some assurance might be given by Mr. Wood to the Trades and Labor deputation, and in fact to the ratepayers generally, that it was intended by the railway company to construct the two ferry boats either in Victoria or Esquimalt. The Trades and Labor Council drew from the statement publicly made that the company intended to expend the sum of $225,000 in the city of Victoria, the inference that a clause would be inserted in the contract by which it compulsory for the boats to be built here. He took the position that Mr. Wood should not hesitate to enter into such an agreement, as it was hard to understand how the company could be injured by having their vessels built in Victoria. He asked Mr. Wood to state his position in respect to this point.

Mr. Wood readily admitted that he had publicly stated that his company was prepared to expend the sum of $225,000 in the building of boats and putting the roadbed in thorough repair. The company intended building the boats in Victoria. There was no doubt at all about that, as was shown by clause 3 of the proposed bylaw. He claimed that that clause was sufficient to all fair-minded persons.

There was a spirited discussion among those present as to the facilities which Victoria possessed for building the boats, the possibility of the companies being disposed to take advantage of them, and on other points; and it was finally conceded by Mr. Wood that his company would agree to the insertion of the clause binding the company to building the boats here, if he could satisfy himself as to certain minor points affecting such a concession. The meeting was a most amicable one and delegates from the labor unions assured Mr. Wood that once the clause was inserted, the bylaw would receive their hearty and vigorous support. The full text of the bylaw, as amended up to date, is as follows:

1. Clause 2 of the bylaw or agreement as set forth in the schedule to the Victoria Terminal Railway Bylaw Act, is hereby amended varied in the eleventh and thirteenth lines thereof by substituting for the period of two years from the date of the passing of the act of incorporation of the company the date of the 13th December, 1903, by which date the company are to complete the works as therein and herein in variation thereof stipulated for.

2. The said clause 2 of the said bylaw or agreement is further amended as follows: in lieu of the railway ferry steamship, stipulated for in lines twelve to twenty-six, the company will build, equip and put in operation a seaworthy efficient steamship capable of steaming at a uniform speed of sixteen miles an hour and with suitable accommodation and convenience for at least 400 passengers, and suitable berth accommodation for twenty passengers, and after completion the company shall operate the said passenger steamship continuously (subject to any unavoidable delay or stoppage from fire, storm, tempest, accident or other cause over which the company has no control and make not less than one trip each week day between the present or any further terminus on the Saanich Peninsula, Vancouver Island, to the point or points at or near the mouth of the Fraser river, to the Western terminus of the railway to be constructed through the districts of Delta and Surrey on the Mainland, and in addition the company will build, equip and put in operation a seaworthy and efficient freight steamship of a speed of not less than nine miles an hour, capable of transferring not less than (12) loaded freight cars standard guage and with a load capacity of 30,000 pounds each, and such other freight as may from time to time be delivered for transportation to the company, and shall organize, advertise and provide a sufficiently complete and continuous connected service for the conveyance of one or more cars of freight, so that there shall be no detention or undue delay, except from accident or unavoidable causes, in the delivery of freight consigned to or from the city of Victoria or over any portion of the company's lines. The company undertake with the corporation that so soon as there is reasonable anticipation that the volume of freight business will so warrant, they will in fulfilment of the obligation herein contained, organize, advertise and provide a fixed schedule connected service of freight cars running as many days per week as the volume of business requires, and in the meantime will convey small parcel freight with the daily connected service.

3. This company agree that shipbuilders and others of the city of Victoria shall have inspection of the plans specifications of, and make offers for, the construction of the said freight steamship, and the said passenger steamship, it being intended that should the company find the terms and conditions received from the said shipbuilders and others of the city of Victoria to be equally as favorable to the interests of the company as the company may procure elsewhere, that the company shall cause its said steamships to be constructed in the city of Victoria: Provided always, that in the event of the company deciding upon having its said passenger steamship constructed of a speed of over 16 miles per hour, then and in such case the company shall have the option of building the said passenger steamship wherever they see fit.

4. The words "and connections," contained in clause 3 of the said bylaw or agreement, on the second line thereof, shall be deemed and taken to have no application to the said freight steamship referred to in the next preceding clause.

5. The chief or head office of the company shall at all times hereafter during the operation of the railway be retained within the city of Victoria. The company shall register their freight steamship in the port of Victoria and their passenger steamship (if built in Canada, and if built elsewhere, and it is hereafter found that it can be entered in Canada duty free) also in the port of Victoria, and at all times subject as before, keep the same registered as belonging to the port of Victoria.

6. In addition to the obligations as to the traffic arrangement with under clause 4 of the said bylaw or agreement, the company undertake, the company will make the most suitable and