

Questions

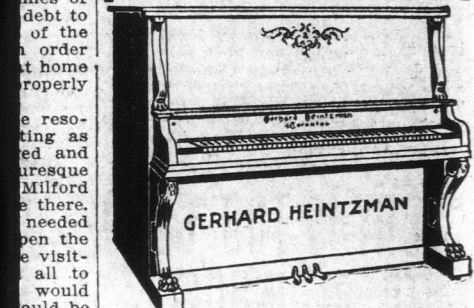


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FLETCHER BROS.

Patrick's Application Falls New York, June 8.—Albert T. Patrick's application for a writ of habeas corpus to release him from Sing Sing prison, where he is under a life sentence for the murder of W. M. Rice, was denied today by the appellate division of the Supreme Court in Brooklyn.

BIG SEATTLE FIRE VICTORIA HORSES SIX BALLOONS IN TWENTY YEARS REACH THE 'PEG' FROM

Ex-Chief Deasy Gives Some Reminiscences of the Catastrophe—Victoria Sent Brigade to Assistance

Twenty years ago today the big fire at Seattle took place, and the Victoria fire department under Chief Thomas Deasy went to aid in the fight against the flames. Recalling the experience of the day, twenty years ago, this morning, the ex-chief said: "We had received a telegram that Seattle was on fire," he said, "and Mayor Grant was in port and I told him I could take over apparatus and men and help was needed. Mayor Moran telegraphed back and asked us to come. Then I communicated with Capt. Clancy, superintendent of the steamship company running the Potter, but couldn't take us without instructions from headquarters. After some time he telegraphed, and although we had got the message asking us to come early in the day, it was not until about noon that night that the Potter, under Capt. Roberts, pulled out with us. We arrived off Seattle at daylight. We took the little steam engine Deluge, a Merryweather, still in use in Victoria, which was brought here from England by the Victoria in 1889, and is probably the oldest fire-fighting gear on the Pacific Coast. We took a hand engine also, a hose cart, and 700 feet of hose and eighteen firemen. Among them was Joe Levy, now of Dawson, a brother of H. E. Levy, of Levy's restaurant, then resident of Seattle, who assisted us at the fire. Tom Watson, who a few days ago resigned his position as chief of the Victoria fire department; Teddy North, the well-known superintendent of the stage work at the Victoria theatre; Pat Deasy, my brother, now living in Seattle; W. Cadman, Carley Bush, the engineer, now at Dawson, and I can't recall the others.

Seen Across the Straits "The glare of the fire was seen from the moment the Potter turned out of the inner harbor at Victoria, and showed plain when we were off Beacon Hill. The principal part of the city was a mass of fire, and the great question for us was the saving of the wharves and coal bunkers. I took the steam engine and put her on the West Seattle ferry steamer, and when I was in Seattle the other day, and we started across to get some fresh water for the boilers of the steam engine. The mains were all broken in Seattle. We took tubs, barrels—anything we could get that would hold water—and filled them up with fresh water. Most of the water was lost owing to salt water being used in their boilers, and apparently the fire had spread everywhere, steamers from Tacoma, Olympia and Portland.

"We started to fight the fire at the wharves at once, but the fire was in the West Seattle. We kept pushing her nose in between two of the burning wharves. All at once, as soon as we put out the fire between two of these wharves, we went between two others, and so on. "We were getting ready to stop, tired out with a hard day's work, when Mayor Moran came along and asked if we would mind going to work on the sawdust pile where his machine shop had stood. The machine was buried in the sawdust, and we certainly soaked that sawdust heap well and got the fire out. Mr. Moran told me the engine had saved \$75,000 worth of machinery for him.

"After we got this done we went up into a field where Gus, Borde, now the Victoria water collector, and his brother, Hippolyte Borde, had opened a restaurant with the wreck of what the fire had left of their Seattle restaurant. The boys cooked us up some dinner, and we certainly did justice to it for we were hungry after the day's work. After that we went down to the wharves to place a partial marine law had been declared and the National Guard was in charge of the district.

"We had not seen much of the fire in the business section up to this time, having been at work all day along the waterfront. We could do no more at the time, and I asked Capt. Carr if he would give us permission to go into the business section to look about.

"He wrote a note and gave it to me, stating that he had given us permission for us to go through the lines. When we got down about five blocks, we were halted by a sentry, who asked where we were going. "We said we thought we would take a look around the business district. "You will not," said the sentry—and he had a bayonet to enforce his remarks. We were not able to get by the guard lines, although we made several attempts.

FRENCH BURLESQUE AMUSED BRITISH KING

King Edward Interested in Imitation of Cleomeceus Ministry in Paris Paris, June 7.—When King Edward VII visited the Olympia Theatre recently what appeared to amuse him most was a scene in the revue, in which an actor made up to look exactly like the Premier, M. Clemenceau (played by small boys) do various tricks, and finally declares the cabinet council closed to the loud cracking of a whip.

J. D. Chappell Lands in the Prairie City With Eleven Winners and Settles Down to Make Things Go Some

Winnipeg, June 7.—J. D. Chappell, of Victoria, B. C., has arrived with eleven head of horses, six of which were entered in the events, at the spring race meeting under the auspices of the Manitoba Jockey Club, June 4 and 5 and 6. The balance of the stable will not start until the Winnipeg exhibition. Iowa Boy, who is entered in the 2.10 and 2.15 classes, is a chestnut gelding by Greenbush King, and started four times last year, was first twice, second once and once outside the money. Bushnell King, 2.17 1-4, by Norval King, is a grand young horse and was never out of the money in any of his starts last year. At Portland, Oregon, he was second three times in the 2.20 class in a field of seven horses in the good time of 2.09 1-4, 2.09 1-4, 2.08 3-4, so that his mark of 2.17 1-4 is no indication of his speed. He is entered in the 2.15 class for today's race and other stake races throughout the Manitoba circuit and his trainer feels confident he will annex a fair percentage of them, and from past performance the horse that beats him in his class should get the money. "Winnipeg G. and Bradford Boy are showing good form in their work and the trainer is more than satisfied and thinks he will have occasion to call upon the secretary, when they turn for the money. Dr. Dullman is a trotter with a mark of 2.29 1-4, which he got as a 2-year-old. He is now four years old and by that good sire The Bondsman, and will make several starts on the Manitoba circuit, and among them the 2.24 trot at the Winnipeg exhibition, and his owner expects great things from him when ready for the work, so that every percentage is being taken in his training.

LEEBRO RETURNS FROM THE ISLAND COAST

The steamer Leebro which has been carrying cement and supplies to the West Coast lighthouses was returned to port and will leave in a few days for the Gulf lighthouses which supply and stores. The Leebro took cement for the construction work on the new lighthouse tower at Eastview, and during her call at Clayoquot on the way back to port officers of the freighter were informed that it was probable some small boats would be sent to make soundings off Long Beach Bay, and that the wreck of a schooner, a submerged wreck had been located.

Scores "The Gingerbread Man" Winnipeg, June 7.—Rev. Father Dalhin, of St. Mary's Roman Catholic Church, yesterday in his sermon objecting strongly to the play, "The Gingerbread Man," which is on at the Theatre here. He said it was an unseemly and scandalous play.

PIRATES OOTED THE JAPANESE LINES EX SCHEDULES

Purchaser of the Stranded Hull Says Two Vessels Were Engaged in Piracy of the Craft Lost on Christmas Island

Mr. Frank Coffee, of Sydney, Australia, one of the purchasers of the Aeon wreck on Christmas Island, is in Vancouver. Mr. Coffee's associate in that venture was Mr. P. Duffy, well known on the Pacific Coast as a large exporter of British Columbia and Washington apples. In speaking of the Aeon affair, Mr. Coffee said it was supposed two "pirates" must have looted the cargo and then derailed the hull to effect all trace of their work. At about the time this must have occurred Mr. Coffee received two cables, the first reading: "Are you prepared to buy valuable news of Aeon?" This was from "Willie" Greig, former skipper and owner of Fanning and Christmas Islands. The other cable, from Fanning Island, stated that: "Schooner Concord, having boat and oil launch, sailed for Christmas Island with Greig on board."

The Concord occasioned much speculation when she cleared from Honolulu on her mysterious cruise, with her owner, Mr. Eben Low on. Said Eben Low: "We are taking the schooner down to the south seas for a look around—nothing more, of course—and we are going to a foreign port. We are taking no cargo with us, and I will be as much surprised as anyone if the Concord comes back with much more than she takes out." As a matter of fact the Concord did return with nothing more interesting than south sea coconuts and a few tons of guano—no mention some wonderful yarns about cut-throats and his crew encountered during a two-days' sojourn on Palmyra Island. It developed, however, that the Concord was in search of a wreck of the Aeon, but the wreck was buried by "Bully" Haves, a dashing ex-United States naval officer, who flew the black flag and had a hiding place on Christmas Island. This place, a cave, was discovered by Mr. Low near the wreck of the Aeon, but the treasure was missing. Two rusty cutlasses were brought back as the only spoils of the expedition. The full circumstances attending the disappearance of the wreck will probably never be cleared up.

The strike of the brewers in Helena, Montana, has been settled. The brewers and their employers have accorded recognition to the International brewers.

Half Dozen of Those Starting Saturday Reported, But Several Remain Among Unknowns Yet

Indianapolis, June 7.—Six of the balloons that started in the races here Saturday were reported, but several were not. Capt. Baldwin of New York City, and Capt. Mount Vernon, N.Y., in charge; the New York man, by A. Holland Forbes Lambert and E. Honeywell, of St. Louis. The balloon started near Birmingham, Ala., early today is supposed to be one of those missing. The two balloons that landed last Saturday were the following: The Ohio, with Dr. H. W. Thompson and J. Blake, the Indiana race, at Nashville, Ind., and the Cleveland with A. H. Morgan and J. H. Wade, in the National race near Columbus, Ind. The three landed yesterday were the Chicago, with C. A. Coey and John Bennett, in the Indiana race, at Scottsville, Ky.; the Indianapolis, with Dr. Goethe Link and R. J. Armit in the Indiana race, at Westmorland, Tenn.; University City, of St. Louis, with John Berry and John McCullough in the National race, at Blanche, Tenn.; the Indiana, with Carl G. Fisher as pilot, was reported last evening to have landed for a few minutes, and then to have put up in the air again.

GOOD WORK BY MINNESOTA'S ENGINEERS

Cut Off Useless Engine Quickly and Secure Screw Drive Chains When Shaft Broke The engineers of the steamer Minnesota, which broke her port tail-shaft during the voyage from Victoria, 1,700 miles out, did very creditable work in making repairs. The break occurred at 4.40 o'clock on the morning of May 29, seven days out from Seattle. So quick was the situation handled by engine room officers that the engines were cut off from the useless propeller shaft, and the big screw made fast with chains before any of the passengers were aware that an accident had happened.

PRINCESS CHARLOTTE IN COLLISION

Strikes U. S. Lighthouse Tender Columbia in Seattle Harbor When about to tie up at her dock, at pier A, Seattle on Monday night the steamer Princess Charlotte collided with the U. S. Lighthouse tender Columbia. Neither vessel was injured. The lines of the steamer were about to be thrown when her bow caught the tender amidships on the starboard side. The steamer Columbia rushed for the wharf thinking their vessel might sink. The collision immediately ended when it was found that both vessels were uninjured.

Campbells Superb Summer Costumes for Ladies, Misses and Children



"Chic" Race Gowns

ORDINARY FEMINE FINERY WILL NOT DO for a smart event—the ladies of Victoria and fair visitors to our city are looking for something better than ordinary feminine finery. That is why we have purchased the most superb selection of "chic" race gowns—gowns which the woman of refinement and good taste will instantly recognize as being "le dernier cri" in the world of fashion. They are exquisitely built in finest satins and silks—they are ready for your inspection!

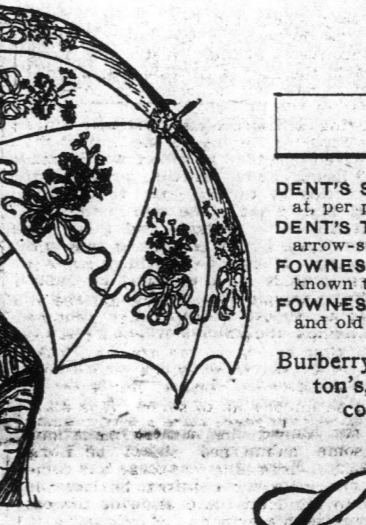
Exquisite Lace Jackets

WE INTRODUCED lace jackets into Western Canada the moment Paris, London and New York had set the stamp of approval on this dainty and seasonable mode. We still maintain a distinct lead and can offer exclusive, new and most effective creations in point Venise, baby Irish, Clung and other elegant, hand-made laces at prices which will astonish you with their moderation; even if you do not want to buy, an inspection of these will be interesting and a lesson in fine art. You are always a welcome guest in our showrooms.



Sunshades

FOR THE RACES we are offering very dainty parasols in very delicate blues, pinks and white silk, attractively finished with shiffon, frills and real lace. PARISIAN PARASOLS in beautiful art tinted silks, finished with hand embroidered floral medallions at \$5.00. PURCHASE BY MR. CAMPBELL. Regular prices are from \$1.75 to \$3.50. First class running them with the SPECIAL at the absurdly low price of \$1.25



Our Aim Is To Give You "Great Value at Small Prices"

Gloves

DENT'S SPECIAL, a kid glove of reputation at, per pair \$1.00 DENT'S TEN BUTTON KID, in smart tan, arrow-stitched, at \$2.50 FOWNES' GLACE KID, two "buttoned" known the world over, per pair... \$1.25 FOWNES' FABRIC GLOVES, in all the new and old shades, at 75c and \$1.00

Burberry's, Acquaetum, and Hep-ton's, motor, rain and tourists' coats should interest tourists—we have them!

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GOLDEN HARVEST ON WAY OUT

The golden harvest of the North, from the Klondike, Fairbanks and other districts, is on the way up, the steamer Yukon from Dawson, and the steamer Princess May on her return from Lynn canal about a week hence will probably bring the first of the out-bound argonauts with their gold. The steamer Victoria, first of the Yukon River fleet to sail this season, left Dawson on Friday night and is due at White Horse with 100 passengers and a million and a half dollars in gold from Fairbanks and nearly a million from Dawson. Lake LeBarge is not yet free of ice, but the ice is very soft and is expected to break up tomorrow. The first steamer from White Horse for Dawson is scheduled to sail on Thursday and daily sailings will be given thereafter.

MUST HAVE BELL TO WARN SLEEPERS

New United States Regulation Requiring Warning in Case of Disaster at Sea One of the most important amendments made to the rules and regulations of the United States steamship inspection service is one requiring all steam vessels of any size to have a warning bell on board which can be called in case of danger. This rule was adopted at the annual meeting of the United States supervising inspectors in January, and it has since been approved by the United States secretary of Commerce and Labor. The intention of local owners and operators has been called to the requirement, and opinion is said that the precaution is a good one, as in case of danger it is frequently impossible to awake those sleeping below. The regulation reads: "All steam vessels of over 100 gross tons having sleeping accommodations below the main deck for passengers or crew shall have such quarters equipped with a bell electric or otherwise, to be operated from the bridge or pilot house of such steamers in case of disaster, such as fire, collision or foundering."

SAVADOR'S TROOPS BOARDED ELIA

Took Political Prisoner From the Jepsen Liner Now Due Here From Panama and Central America The German steamer Elia, of the Jepsen line, is expected in port from Panama via Corinto and the ports of Nicaragua, Salvador, Honduras and Mexico, bringing a so-called cargo, being so light that her propeller is partly out of water. The steamer is bringing nineteen passengers for this port and landed 22 at San Francisco. The general opinion is said to be favored with fine weather. The only incident of the voyage occurred at Acapulco on May 10, when Salvadoran soldiers boarded the Elia and placed under arrest Ignacio Aguilera, a passenger, charged with being a political spy from Nicaragua. The man took passage on the Elia at Corinto for Salina Cruz, and it is said that he had a quantity of revolutionary literature in his possession. Captain Bruhn and his officers reported that the cruiser Albatross was in port there a few days ago, having left the Gulf of Fonseca, separating Nicaragua, Salvador and Honduras, where a watch was being kept on revolutionists. It is reported that all is quiet in Salvador and the other countries, and that even were the American warships withdrawn from the coast there probably would be no outbreak this season. Salvador is said to be prosperous and the political situation quiet. The passengers on board the Elia for Victoria are: Ernest Crocker, Ben Howard, J. J. Jeffries, J. W. Hull, C. S. Lane, Mother Gabriel, Mother Margari, Bertha Curwite, M. Wright, E. Stone, Grace Goodal, E. E. Shepard, A. Meriwether, W. T. Barker, Lucy Barker, Bessy Barker, Jean Morrow, J. Rose, M. J. Hogan. The cargo brought in all, including that discharged at San Francisco, was 1500 tons, including 85 bales of bananas and 5000 sacks of coffee.

FIRST CARGO FROM BOAT HARBOR

To load the first cargo of coal taken from a new colliery port on the Vancouver Island coast, that of the South Wellington Colliery Company at Boat Harbor, a steamer is expected from Seattle in a few days. The vessel will take part cargo of sack coal for Cape Nome. This will be the first shipment made from the new wharf recently completed at Boat Harbor for the new coal mining company which is developing mines near Boat Harbor.

STEAMER COMING TO NEW COLLIERY PORT TO TAKE PART CARGO OF SACKED COAL FOR CAPE NOME FROM THE NEW WHARF

The steamer Aki Maru of the Nippon Yusen Kaisha will sail from the outer wharf tomorrow afternoon for the Par Pass, and the steamer Tacoma Maru, which is replacing the Iyo Maru since the transfer of that steamer to the European route is due on Thursday. In order to allow of the arrangement of alternate sailings with the Nippon Yusen Kaisha, the steamer Aki Maru will not inaugurate its trans-Pacific service until two weeks later than was originally intended. The steamer Tacoma Maru will leave Hongkong July 15, but the date of her arrival here August 1, on her maiden voyage. Originally it had been the plan to clear the Tacoma Maru from Yokohama June 29, and her arrival had been fixed for July 15. The final schedule, received from the traffic department in Osaka by R. Fukao, the American financial representative of the line, fixes the first departure of the Tacoma Maru for the Orient on August 11. She will arrive at Yokohama again August 28, make the itinerary of Oriental ports and return again about the last of September.

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ROSS' COLD COOKED MEATS

Our Delicatessen Department is a boon and a blessing to hundreds of housewives. This busy gala time when unexpected guests may arrive any time finds us better than ever prepared to meet their wants. ROAST BEEF, per lb.40c ROAST PORK, per lb.50c VEAL LOAF, per lb.50c OX TONGUE, per lb.50c JELLIED LAMBS' TONGUES, per lb.50c ROAST CHICKEN, per lb.50c HEAD CHEESE, per lb.25c CORNED BEEF, per lb.25c FISH CAKES, per doz.30c VEAL AND HAM PIES, 3 for \$1.00 VEAL AND HAM PIES, 2 for \$1.50 POTATO SALAD25c PORK AND BEANS, per pan20c MACCARONI AND CHEESE, per pan15c SAUSAGE ROLLS, per doz.80c HOME-MADE, DRY BREAD HAM, per jar. 20c and 25c

SPECIAL TOMORROW

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