

FLOODS STILL RISING.

The Waters of the Fraser Show No Signs of Abating As Yet

Damage to the C. P. R. Estimated at Fully One Million Dollars.

Dominion Government Permit Importation of American Cattle to Prevent Meat Famine.

There is still no sign of the abatement of the floods, and the disaster now appears to be more far-reaching than at first supposed, as the details come in from the various distress points. The C. P. R. company yesterday gave out that their present loss will total \$1,000,000, while it is unsatisfactory to certain that the loss to the individuals and companies owning property in the inundated territory will fully equal this amount. Temporary terminal facilities have been provided at Wharfedale, where connection will be made with Ruby Creek by boat. Though no mails or passengers got through to Victoria last night, they were reported to have reached Vancouver and will arrive from there to-night. The boats, though, have been delayed, and the Fraser valley farms are all under water. 100,000 damage having been done in Chilliwack municipality alone. The water at Matsqui, where snail farms are raised, the admiration of travellers is now up to the tops of telegraph poles, and all ground in watery waste and desolation.

The Situation at Mission City.

Mission City, June 1. (Special.)—Since yesterday the water has risen nearly six inches at the railway bridge and more than a foot at the bridge below, where the dyke is now covered by the water. The rush of water is rapidly increasing the pace, and a great number of cattle, being part of the herds of the flood-stricken settlers, are gathered upon the narrow strip of dry land along the top of the dyke, where the short turf and branches of trees are now up to the necks of the cattle. Each day's rain removes a few of the cattle, all that time and space permit, but the process has been slow, and the removal was only completed to-day, when the steamer Gladys, delayed on her upward trip to run back from the point five or six miles away, where a few cattle remained on the dyke. Since the first removal of several days ago, many animals have strayed long distances, and there will no doubt be loss from this cause, while others have swum back to the places from which they were driven.

On the railroad the situation is somewhat the same. Nothing can be done to repair the worst break in the Wharfedale line until the flood abates. A close watch is still kept on the bridge, for its piers are made of pile more than seventy feet long, and the pressure of drifting trees is exerted against the piers in a scorching temperature. The tug Constance is employed above the bridge, meeting the largest trees as they drift down, and towing them to such a position that they will pass clear of the piers. On the main line of the C. P. R., a large force of men are at work, as well as on the Hatzio prairie, where there is danger of a washout. The so-called Hatzio dyke was an embankment of the C. P. R., and was situated about three miles above the bridge on the opposite side; higher up than the unfortunate Matsqui, and the railway runs across the prairie about midway between the river and the hills, and on both sides is very low. Last year the C. P. R. proposed to form a dyke by filling in the high prairie about half a mile long, and persons whose lands would thus be protected made liberal donations towards the work. The telegraph as well as the railway line has suffered at Hatzio, poles along the embankment being washed away, carrying the line into the water, from which it has been now hoisted a few feet by means of temporary supports. The line between here and Vancouver, five miles nearer Vancouver, is possible, but not in good condition, and it has therefore been decided to make Wharfedale the terminus of the river service, which must be kept up for many days, if not for some weeks, between here and a point a few miles above Ruby Creek (eighty-five miles from Vancouver) being the western limit of through traffic pending construction of a bridge to replace that at Agassiz, which has been badly carried away.

At the time of this message, three o'clock in the afternoon, the steamer Thetis, which passed up on her last trip to Ruby Creek yesterday afternoon, had not been heard from, though hourly expected since morning to arrive on her return trip. Instructions were sent her to return to Matsqui, and to look back to Ruby Creek without delay, taking the east-bound mails and passengers from Matsqui, and to return to Matsqui, which will take them brought down on their journey towards the coast.

A construction gang have been at work at Wharfedale to-day building a good landing and other facilities for the terminal point, which it is to be expected, being in the hands of the C. P. R. company.

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OLEGY MEN AS SCHOOL TRUSTEES.

To the Editor:—One of the trustees of the city schools was considered disqualified on the technicality that he is a non-resident, and he has been removed from the list.

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IMPERIAL PAR.

Hurrying Up Business Motions to Have Place in Future

Inquiries as to the Possibility of It is Intended to Pass.

LONDON, June 1.—The more yesterday Sir William, that government business for the remainder of the time was imperative in order. He was unable to attend, and the government's intention in the bill might be abandoned. Mr. Balfour complained of reticence in regard to the disbursement measures, and said leaders' proposal to appropriate the House without stating to be devoted had caused a deal of impression in the House.

Mr. Selous-Kemp declared that it should not go into force. John Redmond opposed the bill, and the government's intention in the bill might be abandoned. Mr. Balfour complained of reticence in regard to the disbursement measures, and said leaders' proposal to appropriate the House without stating to be devoted had caused a deal of impression in the House.

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