Will Maintain 50 Cent on Steamer Princess Victoria

TO AGREEMENT

Chamber of Commerce Seeks to Intercede in Rate War

t. will not meet the cut e International Steamship land Navigation company, and Navigation company, mship company and other which Mr. Green is man-Victoria-Seattle route, The commerce at Seattle has commerce at Seattle has a efforts to arrange a set-the rate war. The Seattle of yesterday says: ation decided yesteruay decided yesterday ific and the Internation company had grown to ns as to warrant inter-disinterested organizathe committee de Goldsmith as the re-the chamber to take up with the commercial couver and Victoria and some arrangement end the rate war. will go to the two olan of action. Both ua Green, of the Intervigation company, and A cal agent of the Canadiar

e paper also says: Com-Sunday the Puget Sound company will reduce the Seattle-Victoria run to cut which the Canadia ers are not yet prepared which will probably mark or low prices in the rate tween the American and npanies for Sound traffic Sound Navigation com-als say that the 25-cent e in force all summer. can company is awaiting the Canadian governmen ting into force a \$1 rate be-toria and Vancouver against ate of the Canadian Pacific oats. The American comun passengers from Victoria and transfer them here to hip Iroquois for Vancou-e Canadian Pacific railway the same business from Skagway, transferring the from one steamer to an-vancouver, the American believed that it would be a similar procedure oleting the coasting laws hibit the carrying of pas-etween ports in the same y vessels of an alien flag. nated to them, imated to them, however, influence of the Canadian way with the Canadian of-ld result in interference, dding that the Canadian lway is doing exactly the between American ports und Navigation ts a favorable ruling from an capital shortly.

K MUCH POISON

f Mercury Tablets Swal-Mrs. Marstrand Would Killed Many People

er, May 21.—Coroner Jeffs the opinion that it was ex-tely that the attorney-genent would make further to the circumstances sur-he death of Mrs. J. L. Marwhose body an inquest Tuesday. The verdict of administered, probably by

ence at the inquest was dentradictory in some renot been any disturbances tments of the Marstrands, woman's husband the inquest but did not

evidence. The Marstrands married about a year and ed's maiden name was Jose ord. She was 27 years old. nan, it is understood, took ide of mercury tablets, any ch contained poison enough eral persons. The allegat she took these in mistake

and Medical Health Offiill had a consultation on and the latter expressed opinion that there should at chloride of mercury that chloride be made of a distinctive uld be made of a distinction at they could not be misanything else.

Floats Railway Bonds. May 21.—The Japanese fin-it here has placed with finof London, South Manilway notes to the amount 00 at 5 per cent, maturing

with Depot Robbery. May 21.—Franklin Patter-H. Davey were arrested Trunk depot at Hawket 13 miles from Barrie.
vas traced to a house on
eet through a money orPatterson's sweetheart girl confessed that she Patterson, and was later the house in which Patthe house in which Pa his chum were living.

metery to be Sold minster, May 21.—The old Dufferin street, at the gnes street is to be done and the plot will be sold-tial lot. The small ceme-ed by the party of Royal nt out from England to Westminster, but it was after a few burials had been rincipal of which was that by. The bodies will likely the Church of England Sapperton and permissio ed for at the next council do this. No burials have in the old cemetery since prior to 1870.

ANADA'S GATEWAY TO THE ORIENT

Tuesday, May 26, 1908

R. Edgar Fawcett, of the staff of H. M. customs in this city, who is possessed of a fund of interesting reminiscences of pioner days in Victoria and Vancouver Island, has very kindly written for the Colonist the following account of Queen's Birthday celebration in the sixties:

The reproduction of an item in the Colonist of "Forty Years Ago," giving a list of the committee formed to prepare a programme for the celebration of the Queen's Birthday, called my attention to the names of that committee. They are nearly all familiar. His Worship the Mayor, I think, was Mr. Harris, who was our first mayor; next follows Dr. Tolmie, chief factor of the Hudson's Bay Co.; Mr. J. Macdonald, now Senator, Lumley Franklin, was a prominent citizen, an English Jew. There were two brothers, the elder being named Selim. They were real estate brokers and auctioneers. Lumley was a clever amateur actor, and as a member of the Victoria Amateur Dramatic Association, he took a prominent part in all the entertainments for charity in those days. Ino. Wilkie was a Wharf street merchant. Mr. W. T. Drake, was the late Judge Drake; D. B. Ring was a prominent barrister, who, when not in court, might have been seen walking about with a couple of dogs and a hunting crop under his arm. He was one of the old school. Allan Francis, the first American consul to Victoria, a man. liked by everyone; James A. McCrea, an American auctioneer, and very fond of sport; Mr. T. Johnston was manager for Findlay, Durham & Brodie; James Lowe, of Lowe Bros., Wharf street, merchants; Wm. Charles, chief factor of Hudson's Bay Co.; Capt. Delacombe, in charge of the garrison on San Juan Island; E. Granciori, hardware merchant, with whom Charles Lombard, was chief salesman; T. L. Stahlschmidt, of Findlay, Durham & Brodie; Capt. Stamp, a millman, representing an English Co, who owned a large mill, at Alberni; Godfrey Brown, late of Honolulu, a clever member of the Victoria Amateur Dramatic Asssociation. I might mention this association had many very clever men as members, who would have graced any stage. Mr. Higgins, with myself, have written of the theatrical performances by this club in early days. Next is A. R. Green, of Jamison, Green & Rhodes, of Store street; J. D. Pemberton, colonial surveyor; J. C. Nicholson, who married pretty Mary Dorman; Geo. J. Findlay, of Findlay, Durham & Brodie; Francis Garesche, of Garesche Green's Bank: C. W. R. Thomson. manager of the Victoria Gas Works; George Parkes, barrister) Lieuts. Brooks and Hastings, of H. M. S. Zealous, the first ironclad to come into the Pacific, around Cape Horn, and Sheriff Elliott.

This was a strong committee, for those

days, all prominent men and good workers. Beacon Hill was the head centre of sport, and far enough from town, as nearly all of us walked. But all kinds of conveyances were brought into requisition to take people out, especially from Esquimalt and the country. We had to rely on the navy then as always. The two livery stables of J. W. Williams, on the corner now occupied by Prior & Co., and Wm. G. Bowman, on Yates street, where the Poodle Dog stands, furnished busses and buggies, and large express waggons were also improvised, seats being put in for the occasion. With my mind's eye I can see Thos. Harris, first mayor.

The chief event of the day was the horse races, and the mayor was an enthusiastic horse-fancier and a steward of the Jockey club. These attractions were nothing without Mr. H., coupled with Commander Lascelles, of the gunboat Forward, a son of the Earl of Harewood, and John Howard of Esquimalt. The time for the first race is near, the bell rings (John Butts was bellman), and the portly figure of Mr. Harris on horseback appears. Now, gentlemen, clear the course," and there is a general scattering of people outside the rails, and the horses with their gaily dressed jockeys canter past the grand stand, make several false starts, then off they go. It is a mile heat round the hill, best two out of three to win. Oh! what exciting things these races were to us old timers who were satisfied with a little. The grand stand stood due south of the flag pole, and stood there for years after the races were held elsewhere. I must not forget to mention the Millingtons, of Esquimalt, who always rode John Howard's horses at these meetings; they were born jockeys. I think one of them still lives near Esquimalt. I would we had such Queen's weather now as we had then. May was then more like what July is now for warmth, with beautiful, clear skies; they were days worth remembering. Everyone went out for the day, and whole families might have been seen either riding in express wagons, busses, or trudging along on foot, carrying baskets of provisions. Soon the hill was covered with picnicers, as well as the surrounding woods. There was plenty of good cheer and good-natured folk to dispense that cheer, not only to their own, but to those who had not come provided. "Why, how do

you do, Mrs. Smith? Mr. Smith, how are you? You are just in time. Make room for Mrs. Smith, John, alongside you; Annie, and

Mary can sit by Ellen. Oh, of course, you'll tunch with us. There, we are all ready now, so fall to." This is a sample of the good-heart, edness of the old-timers. Everyone knew everybody, and all were as one family. The navy was represented by blue jackets and marines by the hundred. Bands of music, Aunt Sally, and the usual sideshows were there. Aunt Sally was usually run by a lot of sailors, or soldiers, with faces painted like circus

clowns, and dressed in motley garments. "Now, ladies and gents, walk up and 'ave a shy at Aunt Sally; the dear old girl don't mind being 'it a bit; she is so good natured; that's a right hexcellent shot that, 'ave another try." The same scene was likely being enacted some distance off with "Punch and Judy," and you may be sure that "Jack" was principal in this show as well, for where there is fun there Jack is. I must not forget the music. Outside the local band there was always a naval band, of a flagship usually, such as the Ganges, which was a "three-decker," lineo'-battleship, which would have put an ordinary "battleship," to blush. It was supposed that the officers subscribed to the band fund, and as there were many officers on a large

ship, and well to do at that, they had good music. The Ganges band was something worth hearing, about 24 strong. It was a leading article in its issue of May 24th, 1868: often heard in Victoria, either at a naval funeral or at some public function. The navy was the mainstring of Victoria in more ways than one. They took part in all public functions, furnishing music, help and flags, and by their presence in uniform brightened up and lent grace to the affair. Do we realize how great a loss their absence to the city is? We ought to have found out the difference by now. The races are over, the day's celebration is near its end. Some of those who came early with children are tired out and have gone home, others will soon follow, as a general packing up of baskets is going on. "Jack" no longer calls on the passer-by to have a shy at Old Aunt Sally, Punch has killed his wife and baby for the last time. Parties of blue jackets are moving off with one playing a tin whistle, to which some are singing. The day draws to a close and in the words of the immortal Gray, Now fades the glimmering landscape on the sight," and I close this recital of echos of a past-Queen's Birthday 40 odd years ago.

Through the kindness of Mr. Albert H. Maynard I am enabled to produce an old picture of Beacon Hill during a celebration.





GOVERNMENT STREET AS IT IS TO DAY

The forty-ninth anniversary of the birth, and thirty-first of the reign of Her Majesty Queen Victoria, will be officially celebrated in this city today. The occasion, like the pre-ceding ones of her distinguished reign, is one on which all classes of her subjects can unite to offer their congratulations to their monarch, and their country. The same national success, extension and improvement which the country has witnessed since the accession of Victoria is still conspicuous, and perhaps today freer from qualification than at any previous period. Immediately at home the liberal reforms in England, and contemplated policy toward Ireland and Scotland, are drawing the people to a closer fellowship and union and making it the United Kingdom of Great Britain and Ireland in reality. In our social relations there has been during the past year none of those great freshets of crime which oc casionally sweep over the society, alike to its horror and injury, and leave a recollection calculated to tinge our national holidays with a shade of melancholy. In our home manufactories and our foreign commerce there is a distinct and evident increase and success, while our arms have nobly vindicated, for the bene-

of civilized man by the dethronement of the Abysinnian tyrant. In the colonies we see peace and prosperity, and a peculiar exemption from many of those great physical evils which have so seriously afflicted other people. In the domestic circle of our Queen, with the exception of the base attempt upon find her household free from sorrow as it is free from shame, and her children and grand children growing up in the same habits of religion, virtue and industry which she had own affairs, we see something, too, that may give zest to our holiday enjoyments today. A year ago we congratulated our readers upon the enunciation of confederation, for at that time it was little more, and today we can repeat that congratulation tenfold, for it has now become a great principle approved by the sovereign and determined upon by the people. But if its accomplishment should be delayed beyond the period we anticipate, we still have reason to rejoice that the light of prosperity, by our own indomitable energies, is once more dawning upon us, and supplying fair and reasonable hope that the worst of our troubles are over. On this forty-ninth

anniversary, therefore, of

our monarch's birthday, we see no reason existing why we should not celebrate in a manner becoming her, the country and ourselves.

The following account of the regatta during the celebration of the Queen's Birthday appears in the British Colonist of May 25,

The Regatta.—The first of the festivities forming a part of the celebration of the fortyninth celebration of Queen Victoria's birthday took place on Saturday, and was in every respect a great success. The day, although warmer than usual, was well suited for the picnic parties which occupied the banks of our beautiful Arm, all the way from the bridge to the Gorge. It is estimated that there were 1,000 persons assembled altogether. Early in the morning the town bore a most lively appearance, flags were flying from all the principal buildings, and the shipping, and by halfpast ten the streets were full of well-dressed persons wending their way to the Hudson Bay Co.'s wharf, where the steam launch and barges of the Zealous were placed at the disposal of the Committee by the Admiral to convey them up the Arm. The managing committee were here represented by Messrs. Stuart and Franklin, whose arrangements were admirable. From the wharf to the Gorge The British Colonist had the following as fit of the world, the outrage, honor and rights the Arm wore a most animated appearance. of it.

From Her Majesty's gunboat Forward, all decked in colors, which took up her position near the bridge, down to the meanest craft, the water was covered with boats laden with people full of merriment and joy. From Curtis' Point, where the barges delivered their living freight, the scene was really enchanting. An arch of flags spanning the water, the high banks covered with tents, the bridge and every spot on both sides of the Arm crowded with people, and the roads lined with equestrians, amongst whom were many ladies, gave the happiest effect to the whole scene. We cannot recall a single celebration which was more appreciated or enjoyable than our regatta of Saturday. Much of this success, it must not be forgotten, must be attributed to the gracious manner in which Admiral Hastings cooperated with the committee to secure the comfort and convenience of the public, and without which kindness and attention, the day would have been shorn of most of its enjoyment. Owing to the severe illness of His Excellency the Governor he was prevented from being present. We observed Mrs. Seymour, Mrs. Hills, the Admiral, Sir James Douglas and family, the Chief Justice, Colonial Secretary, officers of the fleet and several of the principal officials and families. A more universal assemblage was never known; clergymen of every denomination, men of all politics, people of all nations, rich and poor, in fact, mingled together freely, forgetting the sectional and social differences which divide them acted as became the occasion, that of honoring the monarch whose virtues are an example to the world. The racing was not so successful as last year, but nevertheless was good, and under the management of Mr. Hastings and Mr. Kelly gave perfect satisfaction.

The amusements concluded by a duck hunt, but the men were not seen by more than a dozen people; it may be considered the only failure of the day. We must not omit to mention that two new racing gigs were built for the occasion, respectively by Mr. Trahey and Mr. Lachapelle, boatbuilders, who take the greatest interest in the regatta, and spare nothing to make them successful. These boats were both defeated in their maiden races, but the design and workmanship of the Zealous Prince Albert's life, we and Amateur, it is said, would reflect credit on

any country.

INFORMATION FOR VISITORS

To lovers of nature, Goldstream is particularly inviting. It is one of the most picturesque so uncompromisingly il- spots it is possible to find, and reminds one lustrated in her own life. very forcibly of such beauty spots in England Looking, lastly, at our as Bolton Woods. A magnificent camping ground and picnic place. There is an excellent tourist hotel about one quarter of a mile from the railway depot. It is fourteen miles from the city and is reached by the E. & N. Railway twice daily. The road to Goldstream is very fine and it is one of the most popular drives. For railway time table see page 8.

To those interested in mining, the trip to the Mount Sicker mines-Tyee and King Richard III .- will be found very interesting. Samples of the ores can be seen at the Tourist Rooms. The trip can be made in a day and a half from Victoria, on the E. & N. Railway.

The Islands of the Gulf of Georgia have been proclaimed to be even more beautiful than the Thousand Islands of the St. Lawrence. Taking the morning train out of Victoria, the connecting steamer at Sidney for Crofton and the Islands, returning the same day, is one of the most beautiful excursions by rail and sea in the world. For excursions to Nanaimo and way stopping places, enquire at the Tourist Rooms.

Macaulay Point-This innocent looking point, jutting out into the harbor, is honeycombed with fortifications commanding the entrance to the Straits. The barracks are situated here, where is stationed a detachment of the Royal Canadian Artillery, also one of the Royal Engineers. Visitors are allowed in the barracks, but not in the fortifications.

The Museum is contained in the Parliament Buildings, and is one of the most complete and interesting of its kind on the continent, and contains a large assortment of specimens of natural history, native woods, Indian curios and pre-historic instruments. There are three other museums, namely, of agriculture, horticulture and mining, in the buildings. The museums are open to visitors from 9 a.m. to 5 p.m. each day, and on Sunday from 2 to 4 p.m.

Nanaimo. This city is the center of the extensive mining industry on Vancouver Island. and is the northern terminus of the E. & N. Railway. It is an interesting city in many respects and is very beautifully situated on a gentle slope, overlooking a magnificent harbor and bay. The trip to Nanaimo by the E. & N. is a very fine one, the tourist passing through nearly all of the principal tourist and health resorts on that line.

North Saanich is a very beautiful agricultural settlement, where farming and fruit growing are engaged in very profitably. It is also a good fishing resort. The sea coast at this point is picturesque. It is about eighteen miles from the city. Splendid roads all the way. The V. & S. Railway runs within two or three miles