LOCAL NEWS

(From Friday's daily.)

Fall Fair.—The following special prizes have been offered for the best loaf of bread made from Moffet's Best Patent flour, $15; and for the second, $10, by the Columbia Flouring Mills Co., Ltd., per F. Moffet, Esq.

Sealskins Shipped.—A letter has been received from Capt. LeBlanc, who is in charge of one of the Munsie fleet, reporting all well on board and that 5,000 skins had been shipped from Port Stanley to the London market.

Settlement Expected.—The four shares in the Bark Antiope Company, Limited, seized by the sheriff in accordance with writs issued by the Supreme court in the action of Fraser vs. Murray, were not offered for sale yesterday, as advertised, as offers were received which are expected to result in a settlement today.

A Naval Mishap.—On the conclusion of the fort firing practice at Esquimalt on Wednesday evening an unfortunate mishap occurred. One of the large steam launches from the Grafton, in the darkness prevailing, ran ashore on a rock way back of the Anglican church. She struck hard and drove well up. The rock where the little vessel came to grief is one that has previously been the scene of marine misfortunes.

Its First Election.—There is considerable excitement at Ladysmith over the approaching municipal elections. The probable candidates for mayor are J. W. Coburn, managing director of the Ladysmith Lumber Co., Ltd., George Haworth and John Bickle. The general feeling is in favor of Mr. Coburn. He was mayor of Wellington some years ago, and thoroughly understands the duties of the office. Seven aldermen are to be elected.

Fruit Marks' Act.—Maxwell Smith, Dominion inspector under the Fruit Marks' Act, spent yesterday in the city. He reports that the law is being well observed in British Columbia, the recent convictions for violations of the act having apparently had a most salutary effect. Mr. Smith thinks the outlook for the fruit-raising industry in this province is excellent, particularly in the Okanagan valley, where many farmers from the Northwest have recently taken up land.

Ladysmith Lively. — Ladysmith, the thriving town on the line of the E. & N. railway, presents quite a lively appearance these days. Building is going on apace, and each day the lumber wagons may be seen hauling material for new houses. Lots are also being sold from day to day, and many handsome residences are in progress of erection. Mr. Watson's new house being one of the best in the town. There are several barges and sailing ships in the harbor now for coal, and the mines at Extension are working to their full capacity.

Flour For Port Arthur.—That the Japanese expect to reduce Port Arthur within a very short time is very evident. The Mikado's government is at the present time buying wheat and flour in the state of Washington and negotiating for more in British Columbia cities. An interesting feature of the purchases is that flour is being secured on contract to be delivered at Port Arthur within the next six weeks. Agents of the government are assuring shippers that there will be no difficulty about making an easy landing at Port Arthur by the time the cargoes reach the other side of the Pacific. About 10,000 tons is being purchased for the present shipments.

Horticultural Society.—The following section, taken from the rules of the Victoria Horticultural Society, may be of interest to intending exhibitors at the flower show of the society, to be held on the 5th and 6th of August next: "Persons subscribing $2.00 and upwards are entitled to free admission to the show on both days, and if amateurs, to compete for prizes in all or any of the entries in classes B and C, free of charge. Exhibitors not being members will be charged 25 cents for each entry, and will have to pay for their admission to the show." Prize lists may now be obtained from Messrs. T. N. Hibben & Co.'s book store, or from the secretary. Subscriptions should be addressed to the secretary, 115 Toronto street.

Trade With Australia.—Mr. Charles Holdsworth, general manager of the Union Steamship Company, of Dunedin, New Zealand, discussing the prospects of the All-Red route from Australia to England, via Vancouver, expresses the opinion that should Canadian merchants and manufacturers take full advantage of trade opportunities existing in New Zealand and Australia the route is destined to become an extremely important one from a shipping point of view. He laments that at present trade between the countries appears to be exceedingly slack and the vessels on the route are receiving poor cargoes, poorer from Australia than from Canada. Because of this poor traffic government subsidies in the way of bonuses for transportation of mails are required. It is his hope that trade between the countries will show an improvement consequent upon the impetus given by the exchange of preferential tariff courtesies.

(From Saturday's Daily.)

Operator Drowned.—Telegraphic advices from Dawson are to the effect that William S. Lanktree, telegraph operator at Yukon Crossing, was drowned on Thursday. His canoe upset. His home was in Stirling, Ont.

Thoroughbred Cattle.—At Toronto on Thursday Secretary Paisley, of the British Columbia Live Stock Association, shipped West three cars of pure-bred registered cattle and horses. Some were prize-winners.

Literary Woman Jailed.—Word has been received from Dawson that Mrs. Marie Fotheringham, nee Joussaye, a well-known Vancouver and Ontario literary woman, has been sentenced to two months' imprisonment for stealing.

Ladysmith Celebration.—The Colonist staff is in receipt of an invitation to visit Ladysmith on July 1st. The celebration committee is making elaborate preparations for honoring Dominion Day. A splendid programme is being provided, and the committee is working energetically in the matter.

Cement Works.—For the cement works on Tod creek a load of lumber has recently been received from Chemainus to be used in the construction of the different buildings. Excavations for the foundations are now being made by a gang of Chinese workmen employed for that purpose.

Fall Fair Event.—Secretary Swinerton of the B. C. Agricultural Association has received the following letter from E. Musgrave of the Tyee mine at Mount Sicker: "I have seen Mr. Livingston about the company giving something towards a miners' drilling competion at the fair. He will give $50 on behalf of the company and I will give personally $25, both of these contingent on your being able to raise at least $400 for prizes."

Beneficent Rains.—R. M. Palmer, provincial fruit inspector, states this morning that the recent rains have been of great benefit to fruit and grain growing on this island. The strawberries have been kept back somewhat in consequence of the cool weather, but even then they did come up on the yield would be heavy. As already stated, Italian prunes and Bartlett pears would be a light crop, but apples and nearly all other varieties of fruit will be plentiful. Hay standing, and very little of it has been cut except close in to the city, has been much benefited by the rain, and the crop will be very heavy.

Northern Canneries Working.—The Boscowitz reports that several of the canneries in the North have already commenced fishing for canning purposes. Those at Mill bay are operating as well as the Oceanic, Balmoral and Claxton. The water in the Skeena has risen to such an extent that it has rendered navigation dangerous. In consequence the stern-wheeler Hazelton has been tied up after a very successful spring's work.

Affairs at Comox.—According to Robert Grant, M. P. P. for Comox, who is in the city, the cool weather has kept crops back in his district. There was every indication, however, that the harvest would be large, as, while crops were backward, everything is looking good. At the mines work is progressing very favorably. All the men there are getting employment. No. 4 is turning out about 1,000 tons of coal a day. The new anthracite vein recently discovered, Mr. Grant says, is showing up excellently.

Loggers' Troubles.—The outlook for about 1,400 loggers working along the coast to the north is decidedly blue so far as work during the present summer goes. It is estimated that there are fully that number of men employed in the woods along the Mainland coast and on the east coast of Vancouver island, and it is possible that about two-thirds will be deprived of employment by the closing of camps which at present seems an inevitable result of the dullness of the timber market. Those of the loggers who will be kept at work are employed at camps owned and operated by mills, and even such forces may suffer a reduction.

(From Sunday's Daily.)

Fall Fair.—For the fall fair a special prize of a gold-mounted L. E. Waterman fountain pen (value $6.00) has been given by the Victoria Book and Stationery Company, Limited, per H. S. Henderson, Esq.

Appropriation Inadequate.—In consequence of the small estimate appropriated for the work at Esquimalt, the new magazine, which was to have been constructed opposite the village, will not be built this year.

Fire at Sicker.—Yesterday morning at 3 o'clock at Mount Sicker fire broke out at Hagan's store, and obtained such a hold before noticed that the building was completely demolished, the loss being estimated at $2,500. The miners from the Tyee property, who had just left work, organized a bucket brigade, and through determined efforts succeeded in preventing the fire from destroying an adjoining building, which is occupied by Wm. Priestly. As it was the latter structure took fire several times, and Mr. Priestly just succeeded in escaping.

Party for Cassiar.—J. W. Lockhardt is making up a big party which will shortly be leaving this city for Dease creek, in the Cassiar country. In the party there will be twenty-five or thirty men. They will embark on the Cottage City at the outer wharf, transfer to the steamer Mount Royal at Wrangel, proceed to the head of navigation on the Stikine, then take mule train to Dease lake, and continuing their journey by water to Berry creek. Mr. Lockhardt has been engaged to look after the machinery of a small sawmill which the Hatfield-Pike Mining Company will install this year.

Salt Spring Creamery.—The Salt Spring Island Creamery is proving a most profitable venture. It is situated at the most beautiful spot on the island, Ganges harbor; it is built of stone, and is fitted up with the most modern appliances for butter making that can be secured. The demand for the butter made by the creamery is growing by leaps and bounds, its excellent quality being its best advertisement. The size of some of the dairies on the island can be judged from the fact that the largest shareholder in the creamery, Mr. Conroy, milks 35 cows every day, and there are numbers of others who also milk a large number.

Settlers' Rights.—The granting of the application of David Hoggan for a crown grant of the land claimed by him under the Settlers' Rights Act of last session has had a somewhat exciting effect upon some of the residents of the city of Nanaimo. The land which Mr. Hoggan claims, which has been surveyed, adjoins the Newcastle townsite, the residential suburb of Nanaimo. The boundaries of the land come right to the Newcastle townsite. Residents of the city when making a selection of building property naturally did not stop at the limits, but purchased land adjoining. The result has been that some very pretty valuable homes have been built upon the land now claimed by Mr. Hoggan. Those interested are anxiously awaiting a final settlement of the question. At the present time the title they hold to their land is not clear, and it is essential that they should know just what rights they have.

Boils were so painful I could not sleep at night.

APPEARED ON NECK, LEGS AND ARMS.

Burdock Blood Bitters CURED THEM.

It is well-known to all that bad blood is the direct cause of all skin diseases and it is necessary for the blood to be cleansed before the eruptions will disappear. For this purpose there is nothing to equal Burdock Blood Bitters as the thousands of testimonials we have on hand will testify.

Mr. Willard Thompson, McNeill's Mills, P.E.I., writes us as follows: "I wish to state to you what Burdock Blood Bitters has done for me. Some time ago my blood got out of order and many boils appeared on my neck, legs and arms. They were so painful that I could not sleep at night. After having tried many different remedies without any success, I finally decided, on the advice of a friend, to use Burdock Blood Bitters. Before I had quite used two bottles the boils had completely disappeared, and I wish to emphasize the fact that I think Burdock Blood Bitters the best blood purifier on the market to-day."

Boys' Suits Half Price This Week
—B. WILLIAMS & CO.—

Heaviest Fine Yet on Record

Was That Imposed By Ketchikan Collector on Steamer Princess May.

The Law In Question Was Not Broken—Capt. Troup's Statement.

(From Sunday's Daily.)

The United States coastwise law, under which the Princess May was recently fined $2,600 by the collector of customs at Ketchikan, is as follows:

"No foreign vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of $200 for each passenger so transported and landed."

As a matter of fact, the thirteen passengers on account of whom the fine was imposed, were carried by the Princess May from Skagway to Vancouver, whence they proceeded to Seattle by rail, and so the above law was not broken. The Ketchikan official apparently read the section wrongly, or else was unacquainted with its terms.

This fine is the heaviest ever imposed on this Coast for an alleged infraction of the United States coasting laws, and the arbitrary action of the little official at Ketchikan is deemed all the more remarkable by reason of the fact that the Canadian authorities have waived their coastwise laws entirely in favor of American shipping.

As stated in the Colonist yesterday, the matter has been laid before the authorities at Washington, and an endeavor will be made to have the fine remitted and the Ketchikan collector reprimanded.

Capt. Troup, superintendent of the coast C. P. R. steamships, is hopeful that the Washington authorities will treat him fairly. He has already referred a similar case to Washington, wherein the Princess Beatrice had been fined, and he is expecting a decision shortly on that case. The matter is in the hands of able counsel, and an exhaustive review of all the circumstances relating to it has been prepared. Capt. Troup considers the action of the Ketchikan collector preposterous. "What difference," said he, "is there between the Princess May picking up American passengers at Ketchikan bound for Seattle and landing them at Vancouver and the Cottage City picking up at Victoria Canadian passengers bound for White Horse or Dawson, and landing them at Skagway? The cases are parallel. Why can't our company sell tickets at Ketchikan for Seattle when an American company sells tickets in Victoria for Dawson? All is very unjust and inconsistent. American steamers come along here regularly and take freight from our very doors and carry it north, this same freight being destined for the Canadian Yukon. Steamers on the Puget sound route regularly handle Canadian cargo in bond. Yet the Princess Beatrice is not allowed to carry a particle of American freight in bond. Is this right?"

EXCURSION STEAMERS.

U. S. Government Employees to Make Every Effort to Check Overcrowding.

Port Townsend, June 11.—The following communication from Secretary Cortelyou to the customs authorities and others presages a close watch for violations of steamer permits for carrying passengers, especially on those of excursion steamers, of which special mention is made. Suggestions are given for a thorough inspection of all such vessels:

"The near approach of the summer season, when large numbers of passengers are carried on the regular lines and on excursion steamers, and the frequent complaints that many of these steamers carry passengers largely in excess of the number allowed by their certificate of inspection or by their excursion permits, demand that the government officers concerned shall take special precautions to prevent the overcrowding of steamers.

"Your attention is called to section 4,496 of the revised statutes, which reads as follows:

"Section 4,496—All collectors, or other chief officers of the customs, and all inspectors within the several districts, shall enforce the provisions of this title against all steamers arriving and departing.'

"Collectors and surveyors of customs are, therefore, requested to instruct their subordinates to make careful examination of such steamers, and to report all cases of violation of the law. Extra efforts in this direction should be made on Sundays, and particularly on the Fourth of July and other important national and state holidays."

Could scarcely get up or down without help.

Had a severe pain in the small of the back.

Was treated in the Hotel Dieu, Kingston, but not cured.

Kidney trouble was the trouble.

Doan's Kidney Pills

Cured Mr. George Graves, Pitts Ferry, Ont., of a very bad case of kidney trouble.

He tells about the cure in the following words: "I cannot recommend Doan's Kidney Pills too highly. I never took anything that did me so much good. I had a severe pain in the small of my back and could scarcely get up or down without help. I could hardly urinate, but when I did the pain was terrible. I was in the Hotel Dieu, Kingston, last winter and when I came out I was some better but not cured. It was then I saw Doan's Kidney Pills advertised. Since taking them I have been completely cured and have not had any trouble with my kidneys since."

Doan's Kidney Pills, 50 cts. per box or 3 for $1.25, all dealers or

THE DOAN KIDNEY PILL CO., TORONTO, ONT.

DOCKS FOR REPAIRS.

The Pleiades, of the Boston Steamship Company's Oriental fleet, which broke down at sea 500 miles off Cape Flattery two weeks ago, went into the Quartermaster harbor dry dock yesterday for repairs, says the Post-Intelligencer. A survey of the craft is now in progress. However, it is not believed that this will reveal more than a broken shaft. The latter has been ordered from the East. As soon as the repairs are made the vessel will resume her run between Puget sound and the Orient.

The Pleiades has the distinction of having been the only American vessel in the harbor of Port Arthur during the first naval engagement between the Japanese and Russians. She was there all through the bombardment of the Russian stronghold, and was several times hit by flying shells from the Japanese guns.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office,
1st to 7th June, 1904.

The weather during this week has been fair on Vancouver Island and the lower Mainland, except upon the first two days, which were showery. On the other hand, in Cariboo rain fell upon every day, at Port Simpson upon the last four days, and in Kootenay upon the first three days of the week. From the 3rd to the close of the week the barometer remained high along the coast from Vancouver Island to California, while to the northward a series of ocean low barometer areas spread inland to Cariboo, and from thence eastward to the Territories. It is the passage of these disturbances which caused the heavy rains from the coast about Port Simpson to Cariboo, and as they crossed the Territories to Manitoba occasioned numerous showers and thunderstorms. Upon Sunday, the 5th, one of these storm areas developed over Kootenay, and as the barometer was high on the coast, the winds throughout the western portion of the province increased to a gale from the westward and on the Straits of Fuca and Georgie continued well into the next day. Upon the morning of the 7th the temperature fell to 30 in Cariboo, accompanied by a light snowfall, and at the same time the temperature fell to 32 degrees at Calgary.

At Dawson the highest daily temperature rose to or exceeded 70 upon the first three days, and the average lowest daily temperature was 42 degrees.

Victoria—Amount of bright sunshine recorded was 57 hours and 6 minutes; rain fall .23 inch; highest temperature 65.5 on the 4th, and lowest 46.9 on the 7th.

New Westminster—Rainfall .74 inch; highest temperature 74 on the 4th, and lowest 44 on the 7th.

Kamloops—Rain .28 inch; highest temperature 82 on 4th and 5th; lowest 38 on 7th.

Barkerville—Rain 1.42 inches; highest temperature 60 on the 3rd; lowest 30 on the 7th.

Port Simpson—Rain 1.92 inches; highest temperature 60 on 2nd; lowest 40 on 5th and 6th.

Dawson—Highest temperature 74 on the 3rd; lowest 40 on the 3rd and 5.

IMPORTED GAME BIRDS IN B. C.

Letter From Amalgamated Game Association of the Mainland.

The following letter, which appears in the Field of May 7 last, is of especial interest to British Columbia sportsmen:

Sir—In a previous letter which you were good enough to publish we intimated that we were importing some partridges with a view of acclimatizing them in this province. It may interest your readers to know of the success of the trial shipment. In all thirty-nine brace were shipped by Messrs. Cross & Co. from Liverpool on February 18 last. Fifteen birds died before arrival at Halifax, at which place the shipment was taken charge of by the Dominion Express Company and conveyed across the continent (via the Canadian Pacific Railway), and delivered at Vancouver at noon on March 7. During the journey across the continent, notwithstanding the rigorous weather and low temperature en route, only five more birds died, which shows the care and attention of the officials of the express company. The fifty-eight surviving birds arrived sound and hardy. It had been our intention that one of our members should personally take care of the shipment, but he was unfortunately detained, so the birds traveled under the care of the officers of the Allan liner, and then the employees of the express company, who gave them every attention, and carefully carried out their instructions as to food and water. The birds were turned down in three lots, seven brace on the Delta lands of the Fraser river, seven brace at Fort Langley, and the remainder on Sea Island. Reports show that the birds have paired, and those that have been seen are reported strong and rather wild. We are sanguine that given a fair trial they should thrive in all these localities. As our winters are wet and mild, and there is always plenty of food and roots in the districts named, the birds will never require artificial feeding. Pheasants which were imported to the Mainland of British Columbia some seventeen years ago, have done exceedingly well. The total number of birds turned down was less than seventy-five. They are now plentiful all through the Fraser valley to a distance of sixty miles from the coast, and it is safe to say that they will never be shot out, no matter how badly the game laws are enforced.

F. M. CHALDECOTT,
J. L. G. ABBOTT,
For the Amalgamated Game Association of the Mainland of British Columbia.
Vancouver, B. C., April 15.

CLOSE TO PORT ARTHUR.

Chefoo, June 12.—(Noon.)—Chinese arriving from Port Arthur state a battle was fought June 9 within seven miles of the inner forts of Port Arthur. The Japanese fleets supported the Japanese army from the coast of the Liaotung peninsula. Conditions in Port Arthur are still said to be unchanged.

CHURCH UNION FAVORED.

Toronto, June 10.—A strong resolution in favor of church union was introduced in the Anglican synod of Toronto yesterday, and will be discussed later. The resolution congratulates the Presbyterians, Methodists and Congregationalists on the success which has attended their efforts to bring about a corporate union of the churches in the Dominion.

EXPENSIVE TARGET.

Target practice is obviously a subject upon which most nations are silent as to details, and, therefore, very little has been made public concerning a most remarkable target practice held by order of the French government off Toulon. The turret of the battleship Suffren was subjected to the fire of two shots from a 9.2 inch gun of the Massena. A battleship in commission fully manned and equipped, representing millions of dollars, was thus deliberately made a target for another ship. The idea was to ascertain what would be the effect of impact of shots upon the turret of a modern battleship. The range was short in order to minimize the possibility of not hitting the turret, and the turret was covered with additional plating so that there was no risk of penetration. The report of this test was not given out.—The World's Work.

Matson Explains The Lenora Deal

Lays Blame For Failure of Negotiations on Shoulders of Unsecured Creditors.

On His Way From London to Wash His Hands of Affair.

Under the caption "An Attempted Promotion," the B. C. Review (London), in its issue of May 28th says:

"It was announced about two weeks ago, through Reuter's Agency, that the Lenora mine, in Vancouver island, together with the Crofton smelter and a saw mill and timber rights on the island had been sold in London for the sum of £300,000. The Lenora is a gold-copper property in the Mount Sicker district, which was developed somewhat before the Tyee mine, a near neighbor, came into notoriety, and at one time it was believed to be one of the most valuable mines yet opened up in British Columbia. The preliminary development was due to the enterprise of Mr. Henry Croft, an English engineer, resident in Victoria, who had some difficulty, at first, with the Dunsmuir interests, which control the Esquimalt and Nanaimo railway.

"Whether from want of adequate working capital or from the broken nature of the ore bodies, this mining company got into financial difficulties, and Mr. S. M. Matson was appointed official liquidator. He came over to London a short time ago in the company of Mr. Henry Croft, with the object of disposing of the mine to British capitalists, and included in the deal the smelter at Crofton and a saw mill. Mr. Matson returned to Canada on Wednesday, and informed a representative of the Review just before he left that the sale had not been carried through, as was previously announced, although he had found all the money in London which was necessary to complete the purchase, and the deal was only hung up owing to the opposition which he had met with from the unsecured creditors in Victoria. The terms of the promotion, as at first arranged, were as follows:

"The Dunsmuir interest were to receive $153,000, and Mr. Bellinger, one of the smelter promoters, $150,000, to be satisfied by the allotment of 6 per cent. preference shares. The cash payments were to include $636,000 for the Crofton smelter, $10,200 for the saw mill, and for working capital $200,000. The expenses of the flotation, as estimated by Mr. Matson, were placed at $107,200. The unsecured creditors were to receive $250,000 in second preference shares, and $250,000 in ordinary shares were to go to Mr. Henry Croft, making a total capitalization of £1,500,000. These terms were eventually agreed to by the unsecured creditors in Victoria, though strong exception was taken to the amount set apart for promotion expenses, and the sanction of the court was obtained pursuant to a vote in favor by a majority of the shareholders, but the judge made a proviso that $10,000 should be deposited in court before anything was done. It was at this point that the cable was sent out by Reuter announcing the sale was an accomplished fact.

"However, after this Mr. Matson found it necessary to vary the terms, and he cabled to Victoria announcing that it would be necessary to issue 8 per cent. preference stock in place of 6 per cent., to reduce the working capital from $200,000 to $150,000, to increase the liquidator's commission to $150,000; to reduce the ordinary shares issued to Mr. Croft to $125,000, and to reduce the total capital to $1,375,000. The unsecured creditors refused to accept this amendment, both on the ground that the suggestion to pay 2 per cent. more to the preference shareholders would impair the value of their own shares, and that the commission of $150,000 asked by the liquidator for finding $500,000 was unnecessarily high. Mr. Matson has, therefore, gone back, and unless he finds that the creditors are prepared to meet him in a conciliatory spirit he announces his intention of washing his hands of the whole affair. As to the value of the mine and whether it would justify the proposed capital, we are not in a position at present to express an opinion, but the proposed sum of £30,000 for working capital is without doubt inadequate for the mine and smelter, and a company brought out on such a basis would soon find itself, financially embarrassed."

GOSSIP FROM GOLDEN.

Golden, B. C., June 8.—Our fine weather has been succeeded by storms of wind and rain. There was a frost last night, but tender crops would scarcely be sufficiently grown to be much injured. There is plenty of snow on the mountains yet. It adds to their grand appearance although it interferes with prospecting and mining development. Mr. Wickens, an American capitalist, is here arranging for work on his properties. He also expects to supply the town with electric light.

The Co-operative Mining Company is sending an increased force of men up to the Good Luck, their mine on the Selkirks near town.

The steamer Ptarmigan has an excursion on the Columbia advertised for today (Wednesday). Wednesday afternoon is a half holiday in the local stores.

Dancing in the Columbia hall this evening will be another amusement arranged by the Quadrille Club.

A lumberman named Ashley had his leg badly broken in the Spallumcheen district this week. He was brought down to the Golden hospital, where he was attended by Dr. Taylor.

Dr. S. F. Tolmie, of Victoria, has been in town the last few days inspecting local dairies, etc.

Rev. J. and Mrs. Laidley, of the Methodist church, left yesterday for their new field in Lillooet. They have done a good work in Golden and will be greatly missed. Rev. Mr. Misner, late of Cumberland, will be Mr. Laidley's successor here.

Rev. V. M. Purdy is supply the pulpit of the Presbyterian church for a few Sundays until their recently appointed pastor, Mr. McNeill, arrives.

The C. P. R. have a large force of men improving the track and the grounds around the new station. A steam shovel has been working for some time clearing out the bed of Hospital creek where it runs parallel to the railway west of the town. This will greatly benefit the neighboring farms as well as the road.

The rising waters of the Columbia and Kicking Horse have slightly flooded the country just west of the town, but the flood has subsided.

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.

Dr. Chase's Ointment

Truscott Launches

The Acme of Excellence. Used exclusively at St. Louis World's Fair.

R. HUTCHISON
Gen'l Agt. for B. C. VICTORIA.

OUR DELICATESSEN DEPARTMENT

Will save you cooking in this hot weather. We are adding new lines every week. Try some of them—Sliced to Order—

Armour's Boiled Ham, per lb.	35c.
Ham Sausage, per lb.	15c.
Corned Beef, per lb.	25c.
Sliced Dried Beef (thin as a wafer), per lb.	40c.
Frankfورts, per lb.	15c.
Chicken Tongues, each	15c.

DIXI H. ROSS & CO.,
The Independent Cash Grocers.

Prof. Shutt to Talk to Farmers

Chemist of Central Experimental Farm to Deliver Interesting Addresses.

Is Here to Study Physical Condition of the Soil.

Prof. Frank T. Shutt, chemist Central Experimental Farm, Ottawa, arrived on Friday, and will remain in town until Monday morning. He comes to the province at the invitation of the department of agriculture for the purpose, principally, of studying the physical conditions of the soils and getting a better acquaintance with the province generally, so that he will be in a better position in the future to give advice on matters connected with his department. Incidentally he will address meetings at farmers' institutes at those points where they have been arranged. The itinerary arranged by the deputy minister of agriculture for Prof. Shutt, chemist Experimental Farm, Ottawa, and himself, for the purpose of attending supplementary meetings of farmers' institutes and of familiarizing Prof. Shutt with the conditions of the province generally in relation to his particular department, is as follows:

Monday, 13th June, Nanaimo.
Wednesday, 15th June, Comox.
Thursday, 16th June, Parksville.
Saturday, 18th June, Alberni.
Monday, 20th June, Sainich.
Wednesday, 22nd June, Agassiz.
Thursday, 23rd June, Chilliwack.
Wednesday, 29th June, Nicola.
Thursday, 30th June, Nicola.
Saturday, 2nd July, Kaslo.
Tuesday, 5th July, Summerland.
Wednesday, 6th July, Peachland.
Friday, 8th July, Kelowna.
Monday, 11th July, Vernon.
Tuesday, 12th July, Vernon.
Wednesday, 13th July, Armstrong.
Thursday, 14th July, Enderby.

The Rev. G. W. Taylor, of Wellington, will accompany Messrs. Shutt and Anderson on the upper Mainland.

THE HOTTEST SPOT ON EARTH.

Bahrin Is Eleven Degrees Higher Than Death Valley.

St. Louis Globe Democrat.

"Death Valley, in southern California, is usually referred to as the hottest spot on earth, but it isn't quite that." Mr. Ralph Erling tells me. "This rather unpleasant distinction belongs to a portion of the shore of the Persian Gulf at and in the vicinity of Bahrin.

"Statistics prove that the mean annual temperature of the Persian Gulf furnace is 11 degrees higher than that of Death Valley, and the aridness of both places is about on a par, though I am inclined to believe, if my recollection of the records is not blunted, that a little brackish water has been found in a few isolated springs on the alkili surface of Death Valley, whereas there is no water at all to be found on the shore of the Gulf anywhere within a radius of nearly 200 miles.

"Yet, while Death Valley is inhabited by practically none and permanent life there is deemed well nigh impossible, Bahrin has a population of several thousand people and has had an existence as a village for many centuries. Of course, the people are stunted mentally and to a slightly less extent physically, a fact due to the fearful conditions under which they live; but they do live there and are probably the nearest approach to salamanders in the human family. What do they do for water and food? Why, the latter is brought to them in boats and sold in exchange for the fertilizer they dig from the desert, and the latter they have in good abundance near them. You thought I said there was no water within several hundred miles of the place. Well, so I did—on the land—but there are a number of fresh water springs on the bed of the saline gulf within a few hundred yards of the shore.

"It is probably the only place on earth where fresh drinking water is secured from a salty sea. The water gushes up in considerable volume from these springs and is secured by divers. The gulf is only about 30 feet deep at this point. The divers plunge to the bottom with empty goatskins and place the orifice of the skin bag directly over the mouth of the spring; it fills in a few seconds, and the diver closes the orifice and is pulled back to the boat by a rope. That is the way the water supply for the community on shore is procured. The springs are supposed to be due to underground streams which have their origin in the green hills of Osman, over 500 miles inland."

A Fine Record.—At Winnipeg a few days ago an officer of the Esquimalt fleet said, regarding the Shearwater's long steaming record: "In these two years her station has extended from the Behring Sea to Cape Horn and the South Sea Islands. Make this trip two or three times, and then take your geography, and I'll wager you'll find it measures up nearer 80,000 than 70,000 miles. And, mind, never in all these cruises for these two years has she had an accident. That's a record-breaker, I warrant you."

How to Stimulate U. S. Shipbuilding

Commission To Visit Pacific Coast Ports Early Next Month.

Some Form of Government Aid Must Sureley Be Provided.

Washington, June 10.—Representative Humphrey, the Pacific coast member of the merchant marine commission, says that, although he can, of course, make no prediction as to what recommendations will be made as a result of the present inquiry, the fact has impressed itself deeply on the members of the commission, after hearing many persons well informed on shipping matters, that some form of government aid to merchant shipping must be provided in the near future. The commission is convinced that our merchant fleet is doomed unless the aid is given. Mr. Humphrey said:

"The weight of the testimony before the commission so far—and especially the testimony of men who have had opportunities to know and who have given the subject much study—has been in favor of a direct subsidy—There has also been advocates of free ships, and practically all of these have admitted that free ships would mean their admission eventually to the coastwise trade. There has been no American citizen before the commission who has failed to advocate that the government should do something to upbuild the merchant marine.

"The fact has been established that it costs about 25 to 50 per cent more to build an American ship than it does a foreign ship, and that it costs from 20 to 40 per cent more to operate it. It has also been established that the American sailor is better paid and better fed than any other.

"Immediately after the adjournment of the Republican national convention the commission will meet in Chicago, and will then visit the other principal lake cities. The work on the great lakes will probably be finished by July 2nd. I shall go immediately to Seattle, and the commission will probably be there by the 14th of the month. Hearings will be given at Seattle, Tacoma, Portland and San Francisco."

Representative Humphrey will have charge of the itinerary of the commission on the Pacific coast, and at his suggestion the four places mentioned were designated.

Naval Practice.—The attack made on Esquimalt on Friday night was frustrated by the forts. Between 12 and 1 o'clock the torpedo boats crept in towards the harbor and endeavored to pass the forts unnoticed, but were detected before they reached the entrance to the harbor, and were fired on. The Shearwater acted as guardship during the manoeuvres. During the manoeuvres of the patrol launches on Wednesday night one of the flagship's cutters was run down, and so seriously damaged that it is probable that she will never be repaired. The accident occurred in the darkness, as did that which befell one of the Grafton's steam launches. This craft is now in the boat shed at the naval yard, and will be immediately repaired.

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