ABLES

Robert Howard Russell.

ix any Halter and Box Stall for At least not for a Month. happened that he had the usual er of disreputable Friends. They All Right but he did not dare to them up to the House, because Au- ce had investigated them and re- d True Bills. They were a little amey for Presbyterian Circles, but fitted right in at any Function every Man takes off his Coat. sband began to use the Telephone n the course of an Hour he had ized a Pirate Crew that would go r as you like at any Game from -an-Toss to Manslaughter. when a decent Married Man does out to find something different from ahm Joys of connubing in a Side t he is the Village Limit. sband had the whole Shop to him- He employed a Senegambian who good two-handed Worker with the screw. Then he had $40 worth of h Lunch sent in from the Rath- r and arranged the Stacks of Reds, es and Blues. He told himself the only True Enjoyment was found achelor's Hall. Hicky Acquaintances came in ing more or less Stage Fright, as were not accustomed to seeing and Tidies. They told him that d a Swell Joint. After they had to the Tea a couple of times they n to peel and one of them started rowdy Work on the Piano. Another ed into a $30 Statuette and put it f Business and then offered to pay , but the Host said it cost only 98 at a Bargain Sale. 10 P. M. the Wife, who was in r Seven, referred to her Time- e and saw Papa sitting by the Stu- s Lamp reading Macauley. She no way of knowing that Papa had been strung for a Month's Rent in ogressive Jack Pot. the Morning when Papa arose and ed at the cold Welsh Rabbits and the Cigar Ashes all over the Place when he had a Taste as if he were g care of a Lap-Robe, the glad emian Existence did not look as d to him as it had when lighted up Night before. Especially as he had the Zoop for some 80 Buckerines. ll, there is no one case of Remorse is going to head off a Man who ts to be rejuvenated. He pulled elf together on the Second Day and med the Merry Cup and there was ing doing in the Macauley Line. he did not get him until the Lights winked out in the other Places. would not leave the Stag Club or German Garden until they began ing the Chairs on the Table. r the first two Weeks it was Im- se. In time, however, it struck him there was a certain Monotony in ding one's Money on the Night Owls showing up with the Milkman. The er Players were into him, and he n to suspect that he needed a rdian. ke every other Man who sends his e to a Summer Place he ended his rch by making a few Resolutions begging her to come Home. nd she will always believe that he the Macauley Act every Evening e she was away. Which is just as

ORAL—In order to put a true Value Civilization, one should pace a few ts with the Indians now and then.

bers, and such conditions for the propion of disease are a menace to the ble city. Mr. Myers said that the Coration had undertaken to tear down e houses, to widen the streets, and, if essary, to actually rebuild and become icipal landlords. They do not wish to uild private persons, who would build as as estment. The greatest difficulty is the that the houses in their present con- on rent very cheaply, and that invest- rebuilding upon the same ground e would want a yearly return of at t 6 per cent. of the money invested. ch would mean a higher rental. If Corporation were to rebuild, they ld be satisfied with 3 per cent., so it be seen that the question of properly sing the poorer working people may be settled by the municipality becom- the landlord, and, of necessity, a most ctable landlord. The population of unsewerly district is so large that the horities at London will not allow the poration of Leeds to tear down all of houses at once—they must do it so dually that at no time will housing of former occupants, according to their ns, be impossible. It is worthy of note should private capital be not forth- ing to rebuild this section, the Corpor- n would be bound to undertake the k. The outcome, therefore, will be ely watched by students of municipal ernment.

r. Myers drew attention to the suc- ful manner in which the Corporation Leeds had conducted their street rail- About ten years ago they installed r own electric plant, stretched their wires, and an American company ducted the business, supplying the cars. the arrangement did not work satis- orily, and in time the American com- y removed their cars, leaving the Cor- ation with their plant, their wires their tracks. But the Corporation k the matter in hand, and now they e, according to Mr. Myers, a highly sfactory service. It is a cheap ser- , too. If it were placed in Toronto, instance, all persons living within a lus of two miles from the corner of g and Yonge streets, and that would brace the bulk of the business and the rking people, could ride to the business tion for a penny. Of course, any per- living out four miles would have to two fares, or four cents. The grat- ng part of the Leeds system is that ordinary every day purposes the great ss of the people have to pay but a ny a trip. The lines radiate as from tub, and there is no such thing as a nsfer. Mr. Myers said that, even with the transfer, the residents of Leeds, ng to the old-fashioned lay out of the eets, are as well served with cars as those of Toronto, with all their inter- ting lines. Probably the most com- ndable part of all that Mr. Myers had say of their system was that last year surplus stood at £40,000.

he people of Leeds supply their own , electric light and water. The water dearer and the lighting cheaper than Toronto. For instance, gas costs but cents a thousand, and at that rate the tem now shows a surplus of £30,000. ter costs about $10 a year for a me- m-sized house, owing to the expensive nt required to supply it, and the dis- ce it has to be pumped. But that does seem a hardship, when it is known t a rents, with plumbing v month, rates in-

The Voyage of The Blakeley

Gives Fortune Tellers Chance to Work Overtime—No News Received.

Port Essington Celebrates Coronation Not Knowing of Postponement

(From Friday's Daily.)

Since Tuesday morning there has been more or less local interest in the voyage of the treasure-hunting brigantine Blakeley, as a result of the posting of a bulletin (received on a grapevine) that a lumber schooner had arrived at San Francisco and reported speaking the Blakeley with the treasure on board, bound home, on June 20. As a matter of fact, nothing has been heard from the Blakeley since she left Victoria on January 6 for Cocos island, although when H. M. S. Grafton was bound North a brigantine—presumably the Blakeley—was seen anchored off the island. With what success the delvers delved for treasure is unknown—unless the many stories of the fortune-tellers are given credence, as they are by some people.

Not long since a lady of Nanaimo told her friends that she had seen with the eyes of the spiritualist the treasure-hunters digging up diamonds on the island. Another fortune teller told of how she saw the treasure-seekers breaking through the wall of a cave and picking up the glittering crown, the jewel-hilted swords of old Lima's warrior kings, the precious stones which adorned a long-deceased donna of the coast cities, which were then among the richest of the world. Others told of how the brigantine's boats were making many trips from the shingle to the anchored vessel, and the sacks of treasure were dumped into the hold as stevedores load wheat. But it was only the gifted seers who saw these things, for to others the expedition's doings have been a blank since the vessel started.

The stock has been sold and resold at all prices from $10 and less to $40 per share—as the excitement increased with every report. Some of those who have great faith firmly refuse to sell at any cost, while one, at least, of the prime movers, has unloaded much stock in outside cities. And so it goes, but until the brigantine is spoken or arrives in one of the world's ports, the story of the search, whether successful or otherwise must remain for the seers alone to tell.

One of those who see with the eyes of the spirit not long since told of seeing the brigantine deeply laden with treasure, laboring in a storm in the neighborhood of the line, in which event, had the seer's story been one of fact, the captain would doubtless think twice—even three times—before he started to jettison his cargo. In fact, it would be more likely that the crew would have to be jettisoned, if it were necessary to lighten the ship, for it would never to do jettison diamonds as though they were cases of salmon, which would float ashore and cause reinsurance speculations.

Nothing has been heard of the British bark Broughton also, which it was rumored was on a treasure-hunting expedition to the same island as for which the Blakeley sailed. The Broughton is reported by Lloyd's and and other shipping lists to have sailed from Glasgow on November 25 for Cocos island, and since then there has been no report from *her*.

DISASTROUS COLLISION.

Many Lives Lost by Foundering of a Japanese Steamer.

Steamer Riojun Maru, of the Nippon Yusen Kaisha line, wihch sailed for Seattle yesterday morning, after discharging her local cargo, brought news of a collision between two Japanese steamers of the Osaka Shosen Kaisha, off the coast of Korea during a thick fog on the night of June 11, which was fraught with heavy loss of life. The steamer Kumagawa Maru, which sailed from Chemulpo on June 11, with cargo, mails and passengers, for Mokpu, collided with the steamer Kisogawa Maru, of the same line, 30 miles from Chemulpo, at 11 o'clock on the night the Kumagawa left port. The Kumagawa filled and foundered in two minutes, carrying seven of the crew, including the chief engineer, 3 Japanese 15 Koreans and 17 Europeans to death. Nineteen passengers, 1 a European, 3 Japanese and 15 Koreans, were saved by the steamer Kisogawa Maru and taken to Chemulpo. The Kisogawa was not seriously injured, and left with the cruiser Chikuzi later for the scene of the wreck. One of the Korean passengers and one Japanese were drowned from the Kisogawa, which sustained only slight damage to her bows. The Kumagawa Maru, which sank in deep water, about three miles to the northwest of Osei island, will be a total loss. She was 346 tons register, built at Osaka in March, 1900, at a cost of 60,000 yen.

WILL CARRY LOGS.

A New Enterprise in Which Victorians Are Interested.

The four-masted British schooner Alexander, a vessel of 189 tons, formerly a steamer, now at Port Townsend, where she recently arrived from Guayaque, is to be dismasted and used for the purpose of towing logs from San Juan harbor, on the West Coast of Vancouver Island, to Victoria mills and to Burrard inlet also, in all probability. Logging camps are being established on San Juan harbor, and owing to the weather conditions usually prevalent off the coast in that vicinity, it is impracticable to send the logs to Victoria in rafts as is done elsewhere. The logs will be therefore loaded into the schooner Alexander, which will be towed to Victoria by the Victoria tug Albion, now in the upper harbor, which has been in the general towing business out of this port. The Albion will make regular trips from San Juan to Victoria with the log-laden schooner and large camps will be kept at the West Coast inlet to get out the logs.

BROKEN RECORDS.

The Sternwheeler Mount Royal Successful on the Stikine.

Steamer Mount Royal, the sternwheeler built here for the Hudson's Bay company has proved herself a great success by her work on the Stikine river. According to private advices received in the city from Wrangel, the sternwheeler has broken all records in steamboating on the Northern river by running right though the canyon at the time the freshets were at their highest, and she has also done away with the records for speed on the Stikine.

ESSINGTON CELEBRATED.

Not Knowing That King's Coronation Was Postponed.

Steamer Nell, Capt. Oliver, returned from Naas and way ports, including Skidegate, last night, bringing 100 cases of salmon from the Skeena for Simon Leiser, and a large consignment of dogfish oil from Skidegate, as well as some general cargo. From Inverness the steamer brought news that there was a local sensation caused by the finding of the body of Prevost, the father of the Indian in mistake for whom Neese, the Japanese, who was killed some months ago, was slain. The old man had a wound in his head when found, and the rumor was spread that his head had been cloven with an axe by Haidahs, but it was found later that he had gone to the beach and died suddenly from natural causes, striking and wounding his head as he fell.

On the Skeena the sockeyes were beginning to run better, and the fishermen were getting an average of 25 to the boat. On Rivers Inlet the fish were running better than at this time last year, and at Lowe Inlet, where seines are used, and Princess Royal the canners were well satisfied with their results. At Alert Bay the cannery had four cases up, and 1,500 fish were taken on the day the steamer was at that port.

There was a great celebration at Port Essington on Coronation Day—that settlement having carried out their programme oblivious of the fact that instead of being crowned on that day, the King was lying ill in his palace. However, the loyal citizens of Port Essington thought that the programme had been carried out in London, and a gathering of over three thousand people who had foregathered at the Skeena mouth from the nearby canneries and villages, celebrated the coronation of the King right royally. Sports, races, etc., were held. Three bands assembled and a great Indian war dance was held, as well as other features. Later—when the celebration had been several days over—they learned the news that the King had not been crowned, and they will have a celebration later to make good.

No further reports of wreckage had been received from Skidegate, and there were few prospectors moving about the islands. The Nell will sail for the North again on Saturday.

TO COME HOME.

Some of the Schooners Will Be Tied Up

Steamer Willapa, which sailed for the West Coast last night, carried home her passengers two sealing captains, who are returning to the coast to bring home their schooners and tie them up for the season as a result of their failure to get Indians for the Behring sea cruise. Capt. Hackett went to San Juan to bring home the Libbie and Capt. Byers to Ucluelet to bring home the Teresa. Capt. G. Heater went to Kyuquot—to which port the steamer is to extend her trip in consequence—taking up a crew from here for the schooner Penelope. A crew has been secured for the Zillah May here and the Favorite and Carrie C. W. have crews. The Victoria is also likely to secure a crew here.

The Willapa had a full complement of passengers and a heavy cargo of general freight, including lumber for Bamfield Creek, San Juan and other points, and supplies for nearly every port of call along her route. Among the passengers were Joshua Holland and party, for Bamfield Creek; T. S. Clarke and party, H. E. Newton and party, for San Juan; Miss McLean, for Ucluelet; Mrs. Savage and Miss L. Hill, for Carmanah; R. Davidson, L. Borde, Mrs. Holland, Miss Holland, Capt. Hackett, for San Juan, and Capt. Byers and wife, for Ucluelet.

PUBLIC LIBRARY.

Report for Month of June—Books Added to Shelves.

The total number of books lent in June from the public library was 1,765, ladies taking 887 and gentlemen 878. The highest number taken in one day was 114 and the average number 70. Fifteen new members joined the library, eight ladies and seven gentlemen.

A number of volumes have been kindly donated to the library by a late American consul. They are: "Life of the Duke of Wellington," 4 vols., by W. H. Maxwell; "Life on the Mississippi," Mark Twain; "History of Civil War, U. S. A.," 2 vols., Dr. Schmucker; "Personal Memoirs of U. S. Grant," 2 vols.; "Natural Wealth of California, 1868," Titus Foy Conise; "Queen Charlotte Islands," Francis Poole, C.E.; "Cuba, With Pen and Pencil," S. Hazard; "Macaulay's History of England," vols. 1 and 2; "Across the Continent—America," Bowles; "Guide to British Columbia, 1877," publisher, Hibben & Co.; "Report on Alaska, 1879," W. G. Morris; "Civil War in America," J. S. C. Abbott; "Uncivilized Races of Men," 2 vols., J. G. Wood; "Indian Wars and Captivities in U. S. A.," Pictoral History; "Practical Geometry and Engineering Drawing, 1875," G. S. Clarke; "American Scenery," 2 vols., N. P. Willis; "The Golden Gate, West of the Rocky Mountains, 2 vols.; "Ancient Gems," 50 plates, J. Boydell; "Life and Liberty in America," Charles MacKay; "Characteristics of Women," Mrs. Jameson; "New Bible Dictionary," Malcom;; "Nicholes I. of Russia, Life and Reign"; "Cassel Technical Education, vols. 1-4; "Library of Poetry and Song"; "Goldsmith's Works"; "Osgaud's Poems"; "Festus, a Poem," Philip J. Barley; Mrs. Heman's Poetical Works"; "Gay's Fables"; "Edgar Allen Poe's Poetry"; "Religious Souvenir"; "A Visit to London," (1-3), Mrs. Hofland; "The Modern Griselda," Edgeworth; "St. Alban's Abbey," Anne Radcliffe; "The Mule," Hamey Riley; "Wife No. 19"—Exposo Mormonism—Anne Eliza Young.

The following reports were received: Canada Statistical Year Book, 1901, Department of Agriculture; McGill College and University Calendar, 1902-3, Montreal; Royal Society of Canada, Proceedings and Transactions, 2nd series, vol. 7, 1901; Experimental Farms' Reports for 1901.

THE GORGE FERRY.

Service Will Commence Today—Admission of Visitors' Bikes.

After an unavoidable delay of a day or two, the long-looked-for Gorge ferry service will be inaugurated today. Commencing at 10 o'clock, the large naphtha launch which has been chartered for the purpose will leave Tom Jones' boat house, returning at noon. Trips today and tomorrow will be made at 2, 3, 4 and 7 p.m., but after Sunday and until the demands warrants its restoration, the 3 o'clock trip will be left out.

The launch is a very large one and has been handsomely carpeted and the seats fitted with velvet cushions, so that the little craft presents a very elegant and inviting appearance. Return tickets will be sold at 25 cents, or for $2 25 round trip tickets may be purchased. They will be on sale today at the Tourist Association rooms, Fort street, and at all the city hotels.

Arrangements will be made with residents along the waterway who may wish to have the launch call at their landings to indicate their desire by exhibiting a red flag. The approach of the launch in answer to this will be signalled by a whistle. The last trip of the day from the Gorge will be made at 8 p.m.

The Tourist Association are interesting themselves in the matter of securing to visitors from the Sound the privilege of bringing in their bicycles without having to pay duty thereon. Representations have been made to Ottawa and in all probability an arrangement will be made securing this concession, which is enjoyed in other parts of the Dominion and should have been in force here long ago.

An Irish traveling merchant, alias a pedler, asked an itinerant poulterer the price of a pair of fowls.

"Six shillings, sir."

"In my dear country, my darlint, you might buy them for sixpence apace."

"Why don't you remain in your own dear country, then?"

"'Cause we have no sixpences, my jewel," said Terence.

Decide to Build Steps

Improvements for North End of Stone Wall Across James Bay.

Work Will Be Completed In Two Weeks Point Ellice Bridge.

A meeting of the Streets, Sewers and Bridges committee of the City Council was held last night at the City hall, with the Mayor in the chair, and the members of the board all present. The letter of Mr. Mohun, C. E., proposing an alternate plan of building a steel and concrete bridge at Point Ellice was considered and discussed, and finally referred back to the Council for furtner information.

The city engineer submitted a plan for the completion of the stone wall at the north end of the James Bay causeway, with concrete steps leading to the water, and a platform, which was considered and recommended favorably to the council. It was also decided to place the tablet which was to have been laid by H. R. H. the Prince of Wales during his visit here in the wall, and cut what inscription is to be placed on it, when in position. This tablet will be placed just under the coping. The work, in as far as the wall is concerned, will be completed in two weeks. The engineer will submit an estimate of the cost of the whole work to the council on Monday.

Regarding the scheme for the installation of a spiral feeder at the Electric Light station to allow of the boilers being fed with sawdust from a bin containing a week's supply of that fuel, it was decided to make a further test of four month's firing by hand, before deciding to instal the apparatus at a cost of about $1,200. A contract will be made with the Sayward mills for the supply of the sawdust, when it is decided to instal the apparatus

The letter of Mr. Mohun, outlining his scheme for Point Ellice bridge, which has already appeared in the Colonist, was read, and Ald. Vincent said the council had not permission to build a concrete bridge. Several aldermen thought this permission could be obtained.

Ald. Kinsman thought that the money in hand should not be all expended on the bridge, which should be built economically and money diverted to other sources where it was needed.

Ald McCandless was in favor of carrying out the suggestions of Mr. Mohun, which gave two schemes, for a concrete or a steel bridge. Tenders could be secured on both, and if the price for the building of the concrete work was no more than the steel bridge, he would vote for it. If the price was higher, the plans could be returned to Mr. Mohun and there was no harm done.

Ald. Worthington would also support it if the cost was similar.

Ald. Vincent thought that estimates for a concrete bridge would run to from $145,000 to $180,000.

Mr. Topp, city engineer, said a concrete bridge would cost more than a steel bridge as proposed. A concrete bridge of the same proportions as the steel bridge planned, could not be built for the cost.

Ald. Williams moved, after further discussion, that the proposal in Mr. Mohun's letter be accepted and recommended to the City Council, the approval of the Tramway company being secured in the meantime.

Ald. McCandless seconded the motion.

The Mayor suggested that an interview be had with the tramway officials prior to Monday. Finally it was moved in amendment that the letter be laid on the table until further information was secured. This was carried.

It was decided to build a sidewalk on the lower end of Yates street, the cost of which was not stated. The building of a gravel sidewalk on the northeast side of Stanley avenue was ordered done at a cost of $51. A box drain will be constructed on John street at a cost of $50, and 360 feet of sidewalk will be laid on the north side of Simcoe street between Menzie and South Turner streets at a cost of $52.

A meeting of the City Council and the Water Commissioner will be held on Monday at 5 p. m. to confer with Mr. Justice Martin and other residents of the upper levels regarding water supply.

FOREIGN COAL SHIPMENTS.

Following are the foreign coal shipments for the month ending 30th June, 1902:

NEW VANCOUVER COAL.

Date.	Name.	Destination.	Tons.
2—S. S.	Farrallon,	Alaska	150
4—S. S.	New England,	Alaska	20
7—S. S.	Titania,	San Francisco	5,623
8—S. S.	Meteor,	Seattle, Wash	699
15—S. S.	New England,	Alaska	19
20—S. S.	New England		19
21—S. S.	Titania		5,635
22—S. S.	Titania,	San Francisco	5,969
23—S. S.	Pentaur,	Seattle, Wash	699
25—S. S.	New England,	Alaska	19
30—S. S.	Arab,	San Francisco	6,500
Total			25,300

COMOX COAL.

The shipment of coal up to June 19th only have been received at the customs office:

Date.	Name.	Destination.	Tons.
3—S. S.	Princess May,	Vancouver	240
10—Tug	Escort No. 2,	Skagway	70
10—Barge	Dashing Wave,	Skagway	126
11—Ship	Jabez Holmes,	Dutch Harbor	2,068
14—S. S.	Wellington,	San Francisco	2,795
16—S. S.	Cymbeline,	Vancouver	874
18—S. S.	Venture,	Ketchikan	130
19—Ship	Wearside,	Port Townsend	800
Total			7,703

WHAT DAWSON THINKS.

Comment of Dawson News on Notices Regarding Assay Office.

The Dawson Daily News of June 20, received in the city in the mail brought by the steamer Princess May, says:

"The Victoria Board of Trade is waking up. After the cream is off the country it has been given a shakeup by the citizens of Vancouver Island, and as a consequence the city of Dawson is today being profusely ornamented with cloth signs (printed cheaply on one side) calling on the miners of the district to know that by going to Victoria with their gold they can get full price for it without any shrinkage from commission.

"The documents are signed by F. Elworthy, secretary of the Victoria Board of Trade of British Columbia. And now the Board of Trade can sink back into its cushioned chairs with the satisfying consciousness of a duty well performed, and if the gold of the Klondike still refuses to go to Victoria instead of Seattle—well, they know it will not be their fault.

"The government assay office in Victoria is in the Parliament buildings, easily found and pleasant to look upon when discovered. The certificates given there are negotiable at their face almost anywhere. So far as known there is only one objection to the Victoria assay office, and that is that it comes so late into the field that channels have become already established to a point where something else than a few cheap linen handbills from the Board of Trade is required to disturb the traffic."

TREATY OF COMMERCE.

Madrid, July 2.—The Minister of Foreign Affairs, the Duke of Almodovar, has been authorized to sign a treaty of commerce with the United States, which will be sent to Washington for approval of the Senate.

UNCLAIMED LETTERS.

The following is the list of unclaimed letters in the Victoria Post Office for the week ending June 30:

Abel, Wm.
Ambrose, J.
Archibald, L. H.
Ardby, Geo.

Baker, Mary.
Benson, Mrs. A.
Bond, Miss B.
Bowman, O.
Brown, D. G.
Bullen, Arthur.

Caldwell, Geo. A.
Carron, H.
Carney, Mrs.
Carter, Mrs. P.
Campbell, M.
Clark, John.
Cordison, A. C.
Currie, James.
Crook, Henry.

Davidson, Hugh.
Davis, N. H.
DeLansant, G. A.
Demy, A. G.
Dennis, Mrs.
Dokoban, J. B.
Duncan, W. H.

Edgar, W. M.
Edwards, Mrs. G.
Evans, J.

Failey, Mrs. P. J.
Fletcher, Peter.
Fraser, S.
Freeman, Lucy A.

Galbraith, H. J.
Galbraith, Miss.
Gilchrist, N. L.

Hall, John G.
Hall, H. S.
Hall, Thos.
Hambleton, H. G.
Hancock, C. F.
Harrison, Mrs. F. M. J.
Harris, James.
Hurst, Robt.

Irwin, Wm.

Kinley, W. J.

Lake, Jas.
Little, Miss Minnie.

Matthews, John.
Mason, Wm.
Moyle, J.
Murray, Mrs.
McCorrick, Miss L.
McDougall, D. D.
McDonald, J.
McKay, Miss C. G., 2.

Nelson, Miss Anna.
Neill, Miss Edith.

Packnison, R. E.
Packstin, H.

Ross, F. D.

Samson, Geo.
Searles, John.
Shere, F. H.
Sinclair, T. F.
Snider, R. C.
Spencer, Olive.
Strachan, H. M.

Talbot, G. J.
Thompson, Jas.
Tovin, J. R.

Walter, Edward.
Walker, Miss Grace W.
Well, Mrs. F. J.

NANAIMO HARBOR TO BE SURVEYED

It Is Made Necessary By Dredging Operations of Last Winter.

From Our Own Correspondent.

Nanaimo, B. C., July 3.—A survey of Nanaimo harbor is to be made by the Public Works department. The steamer Samson arrived from Westminster today to carry out the work. George Turner, assistant engineer of the Public Works department has charge of the work. This is made necessary by the dredging which was done last winter by the Mud Lark. The soundings of channels then dredged will be taken. This work will occupy several days.

Steamer Unicorn was here today taking Indians for the United Canneries, to fish on the Fraser. A number of Indians from Alberni came to this city and went over on the Unicorn to the Fraser.

A fire occurred on the Nanaimo Indian reserve during last night, when John Tom had his house, barn, and other buildings destroyed. The only way for accounting for the fire was by some tramp taking quarters for the night in the barn. Tom and his family escaped. Tom was a thrifty Indian, and was said to be rich. An idea prevailed that he kept considerable treasure secreted in the cabin somewhere. This was estimated as high as $2,000, and was said to have been kept hidden away in baking powder tins. This, if it existed was also lost.

ANTHRACITE MINERS

Small Wages That Men Actually Receive.

In the Pilgrim for July, John McDowell says:

There is a wide difference of opinion regarding the actual wages of the striking anthracite miner. The nominal wages, as figured by the operator, vary from $50 to $75 a month. The actual wages, as figured by the miner, vary from $30 to $38 a month. This difference is due to the fact that the operator figures on the basis of full time, while the fact is that the miner rarely makes full time, and is compelled to figure according to the actual number of days he has worked, which in the past ten years have averaged little over 15 days to the month. The report of the Pennsylvania Bureau of Mines and Mining for 1899 shows that the average wages of the miner for that year would not exceed $285, an average of $23.71 per month. Peter Roberts, in his recent publication on the anthracite coal industry, gives the average monthly earnings of the miner for the year 1898 as $34.10, and that of the day laborer as $22.40—and average of $1.37 per day for the miner, and 90 cents for the laborer. I take from my notebook the following statement made by an old miner, whose words cannot be question:

Family of six: Average monthly wages for 12 months—November, 1900, to November, 1901—$36. Rent, $4.50; clothes and shoes, $6; doctor and medicine, $1.50; coal, $2; lodge and church, $1.50; household goods, $2; total, $17.50. There is left a balance of $18.50 for food for six during the month!

UPPER PANDORA AVENUE.

Alderman Williams Proposes to Ask City to Carry Out Improvements As Planned.

Posted upon the bulletin board at the City Hall is a notice in the following terms, subscribed by Alderman Williams: "I hereby give notice that at the next regular meeting of the City Council I shall move that the report of the city engineer, placed before the Council in April last, dealing with the improvements of Upper Pandora avenue, be reconsidered at this meeting with the view of having the work done."

The report referred to was one made by City Engineer Topp on the lines of a scheme fathered by ex-Alderman Beckett.

Going to Seattle.—This evening the Fifth Regiment band will leave on the steamer Majestic to fulfil a three-day engagement in connection with the Fourth of July celebration by the citizens of the metropolis of the Sound. Arrangements have been made by Mr. E. E. Blackwood for the band to play a concert on board.

Some Words Of Appreciation

Colonist and Illustrations Receive Praise From an Eastern Pressman.

"Don't Believe In Advertising" Poor Excuse For Neglecting Good Work.

"I don't believe in advertising; it won't do us a bit of good, as we have all the work we can handle," was the answer made by the guiding spirit of a local concern employing many workmen, to a suggestion that an illustrated description of the large establishment under his charge would prove of interest not only to Victorians, but to people elsewhere, showing as it would one of the leading industries centred here. The Colonist has lately made a feature of weekly illustrated articles depicting the industrial life of Victoria, and has in this connection met with gratifying support from most of the manufacturers, and it is hoped ultimately to make the series complete. These articles have caused much favorable comment locally, and that they are doing the city much good must be admitted by every thinking man, and also those who "don't believe in advertising" their own business.

Here is an extract from a letter received a few days ago from the proprietor of the Carrollton, Ga., Free Press: "I imagine you have an interesting country to visit (for a Southerner especially), and if possible will call on you. The Colonist is certainly an up-to-date 'fellow.'" This writer's attention had been arrested by the illustrations of Messrs. Brackman-Ker company's establishment, and by the views of Victoria scenery, concerning several of which he expressed the intention of reproducing in his publication and of an intended visit to this province.

That Messsr. Brackman-Ker are likely to reap any immediate and direct returns from the fact that a journalist living in Georgia has admired the pictures of their establishment is of course beside the question, but that Victoria, as a city, and that firm as members of the community, have thereby secured direct and lasting benefit from the incident cannot truthfully be gainsaid.

In addition to publishing a paper of his own, the writer above referred to is also representative for the leading Atlanta daily, having an enormous circulation, and hence it will be readily seen that he is in a position to do an immeasurable amount of good in advertising Victoria. People nowadays almost unconsciously form their opinions from what they read, and a community is judged by its publications.

A CANADIAN MILD PROTEST

Reproof to Those Blatant Boasters Who Covet This Country.

From Methodist Magazine.

Canadians go with much pleasure to the great religious gatherings of the United States, and receive as hearty welcome as we tender their visitors to us. Personally we have received nothing but kindness, and a great deal of it, from our American kinsfolk. It is the whole community were actuated by the spirit of these great Christian assemblies there would be no ground to complain of our international relations. peace and brotherhood and good-will would unalterably and forever dwell between us.

Unhappily other elements and influences affect our international relations. Against these and their tendencies we feel compelled to enter a mild protest. Canadians are here on this continent not by sufferance, but by right. Here we are, here we purpose to remain, maintaining our freedom and loyalty, our faithful allegiance to the great Mother of Nations beyond the sea. We have, we believe in the providence of God, our destiny to work out in the northern part of this continent as the most important constituent of the British Empire, being two-fifths of its area, and possessing a wealth of field and forest and mine sufficient to maintain a hundred millions of people. We desire to live in peace and brotherhood and good-will with our kinsmen of the great American Republic. The only rivalry we would indulge is a generous competition in trade and commerce, in learning, in the highest elements of Christain civilization. We deprecate, therefore, the nagging at Canada for daring to cherish the purpose and aspirations of a national existence. We object to being assured that the inevitable destiny of the American Republic is to extend from Mexico—or is it from Darien, or Cape Horn?—to the North Pole. We resent seeing our country parceled out as so many States of the American Union, bearing American names, as we have seen in a map in what are now politely called the saffron journals of New York—and not merely in the yellow journals alone but in high-class periodicals and reviews.

For instance, in the March number of The Review of Reviews, Dr. Shaw, its editor, expresses some very radical views on the relation of Canada to the United States. The retention of some threads of union, he admits, is necessary in order to give pretence to the proud use of the word "Empire," but he regards the very existence of Canada as a "menace to the United States." "For it is a simple fact that the one thing in the whole outlook for the United States that is in any way menacing is an arbitrary line across the continent which checks its natural expansion and beyond which an European Power is building fortifications."

"Nature," he continues, "intended the fair north-west for the free, a natural expansion of America," by which he means, of course, that portion of America yclept the United States. It was a mistake, he says, for the English to make over the great empty Hudson Bay territory and Pacific north-west, to her Canadian colonies, thus thwarting the "expansion of the United States in the only direction in which expansion is possible, and where, furthermore, it is just as inevitable as the Russification of Manchuria."

Dr. Shaw affirms there is no ill-will in the United States against Spain, against China, against Germany, but there is much bitter feeling against Great Britain. We would be sorry to believe that this were the case. It is certainly not reciprocated by Great Britain or Canada toward the United States.

Dr. Shaw goes on to state that the American Government asserted its claim to all the north-west territory up to the latitude of 54 degrees 40 minutes. The American cry was, "Fifty-four—forty, or fight." This claim would have given the United States the whole of British Columbia, Alberta, Saskatchewan, Assiniboia, and Manitoba. Dr. Shaw adds: "We have never heard of an American boy who did not wish that we had made good our threat to fight rather than give away a chance of developing the wild country of our own continent."

We venture to declare this one of the most immoral teachings ever uttered by any public man. The covetousness of Ahab for Naboth's vineyard was not to be compared with it.

After the lapse of reciprocity, which has been such an advantage to both countries, Canada was quite willing, even anxious, for its renewal, but American statesmen deliberately refused it, with the hope and expectation of compelling Canada to come into the American Union. It was probably the best service they could have done us. It taught us independence, it led to the extension of Canada from the Atlantic to the Pacific, to the construction of the great highway of nations from sea to sea, and sent us to the markets of Great Britain and the world with our produce. It enabled us to find ourselves, to realize that we have the grandest inheritance on this continent, and to say, like Naboth, "The Lord forbid it me that I should give the inheritance of my fathers unto thee." It made Canada the most important link in Britain's chain of colonies around the world.

We must not, however, be too hard on Dr. Shaw and gentlemen of that ilk, because they are only echoing the words of Mr. Stead, Mr. Labouchere, and other "Little Englanders" who have been saying, "So loyal is too costly, loose the bond and let them go." Mr. Stead in his own maunderings about the Americanization of the world, recently said: "Mr. Roosevelt has never made any secret of his conviction that there is no room for John Bull in the western hemisphere. . . . Nor can it be pretended that Theodore Roosevelt is a man to shrink from using the sword to carry out his political ideals.

"It is true that the Monroe doctrine 'at present' is not held held to necessitate giving instant notice to quit to John Bull from the American continent. But it might easily come to that. If it did Mr. Roosevelt would find ample moral justification for a war to sever Canada from England in the interest of the Canadians."

But Mr. Stead is thoroughly discounted in his own country, and wherever he is known. We suppose the ignorant Boers, whom he has been stuffing with lies for three years, are willing to accept his rot, but no other men in the world, outside of a lunatic asylum, will do so. President Roosevelt and intelligent Americans would be the first to scorn and scout the mad maunderings of Mr. W. T. Stead.

We recommend to Dr. Shaw, and gentlemen of that ilk, the old-fashioned words of an old-fashioned book, "Thou shalt not covet they neighbor's house . . . nor anything that is thy neighbor's." Small good came to Ahab from his coveting Naboth's vineyard, and the Canadians purpose to hold their own, to hand down to their children and their children's children the magnificent inheritance which God has given us in this great and goodly land.

CANNERS VS. SEALERS.

How the Fraser River Managers Are Luring Away the Indians.

The canners of the Fraser river are likely to be responsible for the tying up of several of the sealing fleet this year. On Wednesday the steamer Terra Nova left here with a long string of trailing Canoes and a large contingent of siwashes for the Fraser river, and yesterday the steamer Bermuda left port for the Fraser with about 80 siwashes and a long string of canoes. The Indians who came down from the West Coast of the Island some time ago to discuss the sealing wages, have been receiving letters from the managers of Fraser river canneries since their arrival, in which the boss men of the tribes were offered a bonus for every Indian they could bring over, and employment for themselves at $2.50 per day. Naturally the boss men used every endeavor to work against their tribesmen going sealing and "pulled" for the canners in consideration of the bonus. The sealers have therefore been left short of Indians for the full complement of schooners, and some will have to come home.

As this season is that following the big run, and the run is not expected to be a large one, the men are not much in demand on the Fraser river, although the canners are very eager to secure the women for work inside the canneries, and are importing the men, as the women will accompany them. Capt. George Heater, of the schooner Penelope, went over to the rancherie near the Phoenix cannery a few days ago, and the manager of that cannery ordered him to leave the place, and not talk to the Indians, who had been engaged by him for cannery work. Many of the men were anxious to come over with Capt. Heater, and he secured sufficient to man his schooner, they leaving by the Willapa for Kyuquot on Wednesday night.

The siwashes will no doubt be grievously disappointed as a result of their decision to go to the Fraser river, where there will be scant employment for the men, and no doubt they will think twice in another season ere they desert the sealing industry for the canneries.

AT GRAND FORKS.

Showery Weather But Lots of Enthusiasm and Sports.

Grand Forks, July 2.—Showery weather marred the success of the Dominion Day celebration, although the attendance was large. Special trains brought visitors from Republic, Marcus and all Boundary points. The Rocky Mountain Rangers gave an exhibition of Maxim gun drill, but the street parade was abandoned.

The Grand Forks football team defeated the Granby smelter team by a score of 3 to none. The lacrosse match between the Nelson and Grand Forks teams was won by the former by a score of 11 to 1.

Despite the wet weather the entire programme of races was carried out at the new race track. The results were as follows:

Running, one-quarter mile, purse $135—First, Miss Miller, owned by John Hartline, Rossland; second, Yellow Girl, Lamandi, Grand Forks; third, Easter Lilly, A. W. Lee, Grand Forks; time, 23½ seconds.

Three mile trot or pace, mile heats, purse $250—First, Sam Bowers, owned by H. Lance, Spokane; second, Lookout, C. C. Ermet, Spokane; best time, 2:41.

Grand Forks Derby, one mile, purse $400—First, Esperando, owned by F. J. Parker, Spokane; second, Junot, owned by F. Getchell, Walla Walla; third, Blackbird, Dr. Averill, Grand Forks; time, 1:51.

Gentlemen's Saddle, purse $275—First, Buck, owned by J. Royer, Grand Forks; second, Billy R., Dr. Richards, Grand Forks; time, 23 seconds.

Running five-eights mile, purse $250—First, Sally Goodwin, owned by F. J. Parker, Spokane; second, Yellow Girl, L. A. Manly, Grand Forks; third, Roy Carruthers, T. Wellman, Cranbrooke; time, 1:06¾.

Dr. M., the guideless pacing wonder, owned by Harry McIntosh, Rossland, gave a splendid exhibition, covering one mile in 2:41.

CLAIMS MAJORITY.

Conservatives Say Ross Government Will Meet Defeat.

Toronto, Ont., July 3.—(Special.)—The Mail and Empire and the World this morning figure on a majority for Whitney before the