on the lower right hand latform; he noticed two jumped the track, then

he water. nanager of the Victoria lidated Railway Co. e 4, 1895, he was appoint-roft joint receiver and tramway company, and binted by the trustees of rintendent, attendin ne road, but consulti as the operation of the a book of the rules

ving capacity Mr. F. S. Barn-M. Horne-Payne. eps, and made ridople to stand or from his own the responsible the president; if ved his instructions issued special ineffect that conductors ridge the cars were to ons in the charter as

terations made to the e request. Victoria branch of the vay, had supervision of acluding the rolling stock had nothing to do with duty to look after Point understood it belo nson; a car is supposed of the wrecked car; no fety of running cars over ligan as manager of the company in good con of carrying out the traffic e company came under was outside his jurisd have stopped the ned the city had he Before the accident ing against the safety ess had had fifteen the management of their installation; be had not heard of a car h Point Ellice bridge e short time he had not sufficient for him to

bridges: by the agre

was empowered to lay

ne of tramway ove

was instructed to

ramway conductor, had the tramway service for as no rule or regulation er of passengers on cars; accident three vears with an accident on ; the general instruc-nust be 100 feet apart in on of the safety of Point occurred to him; he had ns springing with the did not know of them
te; had he seen it he
ten people riding on
the considered it at Campbell's coratched car 16 he had on off the coupling-anyone hanging out-his estimate of the ould be carried on and possibly as high a small car would seat would seat 38 or 40

iggins was managing nway from 1889 to the ginal charter only car-city limits, which was a end of Point Ellice company by special to operate in the diswas laid across Point the consent of the Chief Lands and Works; the n the north side, so as th vehicular traffic: the in venctiar trame; the ipassed to the city; excursion party were the bridge in car 16, broke in one place, but a safety; the company the city that if allowed to do the first it then in of the flat rail then in for the expense of putstringers; to this the the stringers were laid nished he believed it was ack in the city. The city and Mr. Wilmot express rination of the track perintendent; Mr. Faireported that the rea 1893 was that two rotten; in 1890 the lative charter to oper and in 1894 the the improvements t were watched by Mr. ompany; he had direc-city in every way pos-in that instance cowhen the rails were that the bridge reatisfaction; while the provincial governafter by the governative companies.

ent; on one or two occasions Mr. Gore the bridge examined and once or twice on traffic was very heavy was anxious ce caution exercised; in 1891 when the

ce caution exercised; in Lagi when the rook over the bridges the city engineer, Leech, insisted that the speed in cross-should not be more than four miles an it; he remembered once after the city taken over the bridge, he believed taken over the bridge, he believed 802. Mr. Gore gave a suggestion to him, officially but from mere professional crest, that the rods should be tightened this was done; witness believed by the pany. He had crossed the bridge the before the accident in car 16, which on a very full load, and he felt no unwibration.
This point the inquest was adjourned

half-past nine this morning.

A TRIP IN A WAR BALLOON.

stain Herbert C. Prichard, in the Windsor Magazine.) In the autumn of 1894 it fell to my lot make the longest and perhaps best n of the season in one of the Aldershot balloons. A few words to describe the balloon before we start. Its capacity of the rate of postage on city letters. 10.000 cubic feet, which, from a lian aeronaut's point of view, the lightest known and therefore he most buoyant. The balloon itself was not of silk-of which material every-

ne tells one that all balloons are made but of ox-bladders laid on from five to thicknesses. An ingenious sysem of strapping serves to localise the flects of tears or rents and so minimise the risk of splitting. The whole is covered by a net which ends in a loop. To this loop is attached by wooden toggles the six stout ropes which carry the car a stout basket about 5 feet long, 3. feet wide, and 3 feet deep, in which two men can just sit comfortably facing one another. At the top of the baloon is the gas-valve, opened by means of a gasine, which, running straight through

the centre of the baloon, comes out at the bottom or petticoat. The flying end i this line is made fast to one of the car ropes in a position handy for use. steadily and quickly we rose, making due north, and leaving (time 11.25) the camp, which soon looked like a town, made on a large scale with children's bricks, and laid out with faultless precision, exactly as Mrs. Ewing describes it in her "Story of a Short Life." Passing over Farnborough, with its easily recognized network of railways, its we cross, ten minutes after starting a quite extensive-looking town which for the minute, at a height of 1,670 feet, I failed to recognize. One look, however, reveals the Staff college

exactly below us, and no second look is

needed to identify the place where I did two years' hard," as we used to say. Directly after this we run into dense grey cloud, and can distinguish nothing learly till we pass over Bracknell at .45 Twenty minutes later we see the Thames ahead, all the more distinct from being in flood, and at 12.10 cross about one mile east of Cookham. So far we have been at an average height about 1,400 feet, and it is astonishing how plainly one can see and hear at that height-see people abandoning their work apparently without a pang, and hear them shouting up, "Who are you?" "Where have you come from? Where are you going?" "Come down and have a drink," etc. The number of riends one has when in a balloon is a revelation. One seems to have no enemies, and in fact to be beyond and

father that "we needn't be so bitter Wycombe, and shortly afterwards suspect we are falling as the air is becoming cooler. Our suspicious are confirmed throwing a scrap of newspaper overoard. As it appears to fly up we know we are falling, and that fast, so sprinkle and solicitor. out seven handfuls of sand as a sort of propitiatory offering to the demon of gineer was presented: gravity below. At first no result; but touching 670 feet we find, again by Hon. Robert Beaven, Mayor: touching 670 feet we nnu, again a friendly scrap of paper, that we are rising. The aneroid now races round, and in ten minutes registers dition of James Bay bridge and Rock Bay bridge, 1st, as to their adaptability for tramcar traffic, I ing too high, and every reason for wish-

life and to feel with Jackananes' grand-

ing to be able to see the country below, we give a tug at the valve line, but continue to rise till the aneroid shows 2,550 feet. Determined not to be beaten we give several short tugs at the valve-line, and part with enough gas to cause us to drop to 1,000 feet by 12.50; but the expansion of gas, caused by the sun having we give a tug at the valve line, but conpansion of gas, caused by the sun having come out, is again too much for us, and as we pass over Leighton Buzzard, at bridge. 12.55, we notice we are once more steadily rising. Another ten minutes and we are up again at 2,450 feet, and now I get a shot at a very beautiful shadow of our a shot at a very beautiful shadow of our balloon on the clouds below. The scene fine in the extreme. Far as the eye can reach a vast billowy sea of snow-white cumulus clouds, absolutely glittering in the bright sunshine, the only relief the dark shadow of our ballown, relieved itself in its turn by a curious silver halo. Here and there we sail across a great rent in clouds through which we see the

neat English fields (a Canadian girl once asked me whether they weren't all once asked me whether they weren't all dusted very early by a housemaid) shipping height green in the rays of brill whole. shining bright green in the rays of brilliant sunshine. Still lightly rising, we sail at a rate of forty-one miles an hour, heading north by east. I may here pause to mention that the motion in a balloon running free is so perfect as to almost defy detection. Writing on one's knee is as easy as it would be in a drawing-room, and of draughts there are

At 2:10 we pass rather more than a mile east of Peterborough, at a height of only 900 feet, and the air being clear, have a splendid view—roads, railways ouses, gardens, all are laid out like a map—and further off. where the houses seem to jostle each other, we see well clearly the famous cathedral. A scene like this must be seen from a balon to be realized, the extraordinary distinctness of the details of the landscape, which glides so steadily from nder one, being striking to a degree.

A RICH MAN.

hey had just arrived in Brooklyn from They walked across the great lge. As they approached the New York they stretched their necks and viewed massive buildings. Oh, he must be rich," she ventured.

The man who owns all those build-

One man doesn't own them all."
Oh, yes he does," she assured him.
How do you know?" he asked.
Because," she said "his name is on

I guess that's so," he agreed as he lookup at a sky-scraper. "Mr. Cast be pretty rich."—Printers' Ink.

James Bay Bridge Will Be Reopened To-day Except for the Tramcars.

Coal Contract Not Accepted-Government Street Sidewalk-The New Poundkeeper.

At the regular meeting of the city er's, which is in dangerous condition. council last evening, Mayor Beaven presided and all the members were present had been interviewing Mr. Spencer, but

except Ald. Marchant. A letter from the Toronto city council manent one will not be placed there. invited the co-operation of the Victoria council in an effort to secure a reduction tion of which he had given notice, that

ALD. GLOVER moved a resolution ex
Constructing across the Arm at Point Ellice a bridge for foot passenger and mall; but then the gas used was hydro- pressing sympathy with the movement. wagon traffic—but not for tramcars. He ALD. WILLIAMS thought a more press- wished to see the tramway company put ing grievance here is the charge for post office boxes which he said is double here office boxes which he said is double here what it is in Vancouver and a great deal seen provision made to establish imme-

higher than in the East. The Mayor suggested the passage of a resolution affirming the opinion of the council on both these points, and the appointment of a committee to press that view upon the candidates for partial and the communication at Point Ellice, as this should be done quickly, while the resolution involves a long delay before the scheme it has in view can be proceeded with.

ALD. HUMPHREY would prefer to build

liamentary honors.

ALD. GLOVER therefore moved in amendment to the effect that the rate of two cents for city letters and the charge for boxes should be reduced; also that a letter be appointed to interselect committee be appointed to interview the candidates. The amendment was carried unanimously.

Select committee be appointed to interview the candidates. The amendment was carried unanimously.

ALD. GLOVER could see no having the estimate prepared, an

Simon Leiser notified the council that having had a survey made he found that he would agree to the resolution. his lot 189 block 1, upon which he inhis lot 189 block 1, upon which he intends to build, extends 4 feet 3 inches on Waddington alley, and offered to sell the strip for \$166.67 per foot, or a total of \$708.35. He asked for an early reply, as in case the city will not purchase he asked to the line of the cost of a roadway along the shore line of Rock Bay, to be used instead of the Robk Bay bridge; and of extending the shore line of the cost of a roadway along the shore line of Rock Bay, to be used instead of the Robk Bay bridge; and of extending the shore line of the cost of a roadway along the shore line of Rock Bay to be used instead of the Robk Bay bridge; and of extending the shore line of the cost of a roadway along the shore line of t will extend his building to the line of Douglas street to Belleville street, were also agreed to, without discussion.

ALD. GLOVER moved that the writer be informer that the city is not purchas- keeper-twenty-eight in all-were read, ing its own property.

The Mayor stated that Waddington alley does not appear on the map as city ballot, when he received 6 out of the 9

property.
ALD. WILLIAMS urged that steps be taken at least to protect other citizens 11:05 p.m. who have built upon the alley supposing that it will remain open, and he therefore moved in amendment that the mat ter be referred to the city solicitor and city engineer to investigate.

The amendment was carried. The recording secretary of the Woman's Council wrote reporting, in the matter of Dr. Bessey's letter referred to them, that they did not see their way clear to encourage the immigration of women from the East. This report will be forwarded to Dr. Resser by the Oit. be forwarded to Dr. Bessey by the City Clerk.

The monthly report of the chief of the fire department, recommended the construction of a small house in Victoria
West in which fire apparatus might be
stored. Referred to the fire wardens.

B. W. Poorse week collision and the comparatus of the control of the winners are announced next Saturday. Entries for all the events close to-day, and the weights in the handicaps will be announced on Thursday part. B. W. Pearse wrote calling attention to the proposal of Mr. Yates to erect a building encroaching ten feet on Wharf bove all the little trumpery trials of street unless the city purchases this strip A CAPITAL GAME AT THE DRIVING PARK of land which he claims as his own. Mr. Pearse declares that he can prove this land to be the property of the city he having been one of the commissioners appointed to determine the boundaries of the street. It was resolved to in-Ward and Mr. Morris, against Mr. Goders appointed to determine the boundarform the writer that the matter is now frey-Fausset, Mr. M. G. Drummond and

ordinary traffic; 2nd, for tramear traffic, I have the honor to report that I have thoroughly examined James Bay bridge

examine Rock Bay bridge, but will do so as soon as practicable.

City Engineer.

THE MAYOR suggested that in view of this report the James Bay bridge be at once opened for wagon traffic. ALD. HUMPHREY moved to this effect. and to leave over the matter of tramway

traffic for the present. The motion was after brief discussion withdrawn to permit the council to con- that the main duty is ad valorem, as any

ALD. CAMERON thought the bridge should be closed against tramway traffic, cents per pound weight, which may without any qualification. If the tramway company have any right to cross the city bridges he would like them to prove it before they are allowed the wool, pudding of glue and other weighting

privilege.

The following resolution, after discusmaterial, will pay 16 cents ad valorem and probably 15 cents by weight. This sion, was moved by Ald. Cameron, seconded by Ald. Macmillan, and agreed to:

of the country a class of overweighted, onded by Aid. Macmillan, and agreed to:

"That in view of the opinion expressed by the city engineer in his report of this date on the condition of James Bay

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this date on the condition of James Bay bridge, the council now decide that the bridge he opened to ordinary traffic How would Mr. Burns and his Halifax said bridge be opened to ordinary traffic only, and shall until otherwise decided remain closed to tramway traffic." The committee then rose and reported the resolution, which was duly adopted the resolution, which was duly adopted the resolution training and three pence per pound duty whether it costs three pence per pound duty whether it costs

Comox lump at \$8.75 per long ton, or Protection Island lump coal at \$2.75. Referred to electric light committee with power to act, as it is necessary to pro-

cure some coal at once. A report from the finance committee read and adopted, covered an expenditure of \$2,500 on account of the Point

"Mr. Castoria The report was adopted. The fire wardens recommended the ac-

ceptance of the tenders of the Victoria fron Works Co. for supplying hydrants, at \$35; and of John Meston, for two sets of wheels for \$263—these tenders being

the lowest received. Agreed to

Applications for the position of pound

The council then adjourned, at

SPORTS AND PASTIMES.

park on Saturday next will withou

doubt be favored with far better weather

Admiral Rons "that weight will bring a horse and a donkey together" will doubt-

less be proved true when the winner

POLO.

GROUNDS.

There was a most enjoyable game

eral ladies graced the judges' stand by

their presence and enjoyed the fun im-

HERE AND THERE.

MORE TARIFF MENDACITY.

SILK TRADE IN ENGLAND.

The June race meeting at the Driving

votes.

The resolution of sympathy from the Royal Mail Steamship Empress of corporation of Nanaimo, respecting the India to Dock at the Outer. bridge catastrophe, was ordered to be Wharf. entered on the minutes and acknowl-

The street committee recommended Lumber Craft Receive Cargoes and that a new sidewalk be laid on the west side of James Bay bridge; also that the are Ready to Departfoot bridge on the Indian reservation be put in good order. Adopted.
ALD. CAMERON asked if the committee Others Arrive.

are doing anything about the walk on Government street opposite Mr. Spenc-In consequence of a letter which Mr. O. K. Ker, president of the board of ALD. WILSON said the city engineer trade, received from Mr. H. Abbott, it has not been decided what sort of a sidewalk to put down-whether a per-Vancouver, the arrival of the R.M.S. Empress of India on her outward voyage ALD. MACMILLAN moved the resolufrom Vancouver was awaited with more than ordinary interest last evening. Mr. an estimate be obtained of the cost of Abbott's letter is as follows:

VANCOUVER, B. C., May 29, 1896. D. R. Ker, Esq., President of Board of Trade Victoria, B. C.:

ing reported by him as necessary had been done. On receipt of your message 1 at once wired the vice-president on the subject, and he replies that if Captain Marshall considers it safe he can go alongside the wharf on this trip outwards, and I have since seen Captain Marshall and it has been arranged that if the conditions and the subject is the condition of the condition of the head—may to-morrow result in dread disease, paralysis, insanity, or that awful paresis that and it has been arranged that if the condition of the condit diate communication at Point Ellice, as that if the conditions are favorable he will couch at the wharf on his outward trip on ALD. GLOVER could see no harm in having the estimate prepared, and perhaps it would do some good; therefore The resolution was unanimously agreed to.

The next of the series, for an estimate

> Instead, however, of attaching her ines to the outer wharf, the steamship dropped anchor as usual off the outer wharf, it being too late in the day as Capt. Marshall, her shipper, explained to enter port. He said that he would cipal, a large number of ladies and gen-have very much liked that the tlemen gathered at Institute hall Monday one for him, and to attempt it in the with people who showed their appreciadark when he had no official notification tion of the excellent programme by icious. Capt. Lees of the Empress of ing Rev. Mr. Sweet presented the prizes India, which is now en route from the to the successful pupils, who were:

register and is 50 feet over all in length and 14 feet 6 inches beam, the depth of old being somewhat over 6 feet. In a few days the Crusader will be ready to be brought to Vancouver to be registerd, when she will be placed on the route between the Terminal City and Alaska.

'FRISCO STEAMERS CALL. Two San Francisco mail steamers were | Walker. in port on Sunday and last evening. The first was the Umatilla, inward bound polo yesterday afternoon at the Driving park grounds. The sides were: Hon. Victoria. The Walla Walla sailed outwith a little over 111 tons of freight and ward bound last evening. Her saloon passengers from Victoria were Mrs. being investigated by the city engineer and solicitor.

Mr. Walter Langley. After a fine game, which grew faster as men and Keith, B. Ogden, E. Stowen, John Por-Moore, Mrs. Holmes, Mary Renaldi, and solicitor.

The following report from the city engineer was presented:

Victoria, Juue 1, 1896.

Musical History—Miss Gertrude Mayor.

Flumerfelt, James Bertha Munsie, honorable mention.

Musical History—Miss Gertrude Mayor.

Flumerfelt, James Bertha Munsie, honorable mention.

Musical History—Miss Carrie M. Hall, should be better cut for next play. Sev
Victoria, Juue 1, 1896.

C. C. Moose, and Miss H. Moose.

MARINE NOTES.

STRAY NOTES OF CURRENT HAPPENINGS. about 2,500 tons of mixed freight. The teachers.

M. Sherlow, of Glasgow, Scotland, has load included 800 tons of Manitoba challenged any man in British Colum- wheat, 150 tons of Ogilvie's flour, mabia to walk heel-and-toe for 24 hours. Sherlow is at present in Vancouver. chinery, lumber, cotton, agricultural implements, lime and frozen fish. ordinary tramway traffic I mean that the cars should should not be crowded beyond their comfortable seating capacity, and that the rate of speed should not exceed four miles per hour while crossing over the Saturday. Moody made the distance 15 tons of flour from Hall, Ross & Co.'s from scratch in 1 minute 8 3-5 seconds. mill for Suva, and a quantity of household effects from Portland. The ship's passenger list was somewhat smaller than usual; those ticketed here being; F. Marburton, of San Francisco; who is bound for Sydney; Miss P. To THE EDITOR:-The Times gives what purports to be a speech of a Mr. Burns, of Halifax, on the operation of the tariff. This gentleman says, or is reported to have said, the tariff was framed to tax the poor man's goods more Miss Grady, of Portland. heavily than the rich man's, and he other passengers were Mr. Robert Grayson, Mr. Huddart's manager of the instances some woollen goods in particu-Canadian-Australian line, who has been lar on which a duty is charged on the weight of the goods. He did not mention on the Sound, giving evidence in the

Strathnevis salvage case. The bark Guardian was towed into the Royal Roads yesterday, loaded with mining props from Vesuvius Bay for Santa Rosalie. She was brought down by the tug Lorne, which towed the Mill Rose to Maple Bay on Sunday. The latter arrived from Honolulu about week ago and is under charter to load props for Santa Rosalie. The Cnilean bark Antonietta, which

was towed to sea on Saturday, had besides 791,036 feet of rough lumber, 115,-000 laths, the whole being valued at

New York, May 29.—Bradstreet's report on the state of trade to-morrow will say: "Some delay of business is friends like the free trade tariff of Engstill reported in the Canadian Piano Solo—"La Fontaine"...

Miss Carrie M. Hall. land in that respect? Tobacco unmanufactured pays three shillings and three Dominion owing to the prospecthe resolution, which was duly adopted by the council.

Spratt & Macarlay wrete that they cannot supply the electric light works with washed screenings, but can furnish Comor lump at the council supply the electric light works with washed screenings, but can furnish Comor lump at the council supply the electric light works with washed screenings, but can furnish council lump at the council supply the electric light works with washed screenings, but can furnish council supply the electric light works with washed screenings, but can furnish the council supply the electric light works whether it is of a quality costing six pence per bound out whether it costs three pence per pound or sixty pence. Claret pays one shilling per gallon whether it is of a quality costing six pence per bound or sixty pence. Claret pays one shilling per gallon whether it is of a quality costing six pence per bound or sixty pence. Six pence per bound or sixty pence. Claret pays one shilling per gallon whether it is of a quality costing six pence per bound or sixty pence. Six pence per bound or sixty pence. Claret pays one shilling per gallon whether it is of a quality costing six pence per bound or sixty pence. Claret pays one shilling per gallon whether it is of a quality costing six pence per bound or sixty pence. Figure 1 and 1 a Brunswick, and in the Province of Quebec the volume of business is smaller than in previous weeks, owing to the Nooded rains have fallen Song—"The Monk"... Mr. W. T. Williams. holiday. Needed rains have fallen there, with a corresponding improve-Needed rains have fallen two shilling tea. What about the English diabolical tariff? SCRUTATOR. ment in the agricultural districts.

Jobbers in staple lines in To-Jobbers in staple lines in Toronto report business to be quiet. The bank clearings at Winnipeg, Hamilton

Miss Flora C. Fraser.

Piano solo—"Fascination".....S. B. Mills

Master Richard Maynard. Toronto, Montreal and Halisax amount Quartette—(For two pianos) "Ox TO THE EDITOR: - The Times attempts The City Barrister and City Solicitor to account for the decline and fall of the reported on the proposition to take over manufacture of silk in England. That manufacture of silk in England. That manufacture of silk in England. the completion of the new reservoirs from the contractors, that this might be protection, and its extinction was construction, and its extinction was construction. done without prejudice to the rights of the city with respect to the proper performance of the rest of the contract.

Templeman's last "Free trade with respect to the proper performance of the rest of the contract.

Templeman's last "Free trade with 28 of the contract. 27½ per cent, protection," and it would last week, 25 a year ago and 36 two don, England, has 1.268,000 feet of rough VOTER. vears ago.

AND SHIPPING. A Strong and Happy Assurance

Paine's Celery Compound Positively and Permanently Cures.

Men and Women Made Strong for the Hot Weather.

general superintendent of the C.P.R. at If the Doctors Have Failed to Give You Health, Paine's Celery Compound Will Meet Your Case-Your Blood Will Be Thoroughly Cleansed---Your Nervous System Will Be Strengthened-You Will Feel Bright and Happy.

D. R. Ker, Esq., President of Board of Trade, Victoria, B. C.:

Dear Sir,—Referring to your telegram, enquiring when Captain Marshall would visit Victoria, I was not aware that the vice-president intended to send Captain Marshall over, as there did not then appear to be anything for him to report on, as we were not aware at the time that the dredg-were not aware at the time that the dredg-when neglected frequently bring on dan-level and provided that they should look closely to their condition of health at this season of the year. Notwithstanding constant warnings thousands seem to be anything for him to report on, as we were not aware at the time that the dredg-when neglected frequently bring on dan-level of the pervention of physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time. That Paine's Celery Compound has met the most sanguine expectations of physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time. That Paine's Celery Compound are the most sanguine expectations of physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time. That Paine's Celery Compound that they should look closely to their condition of health at the wide physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time. That Paine's Celery Compound that they should look closely to their condition of health at the wide physicians, and cured so many in the past, should be the strongest and happiest assurance to those who need a life-giving medicine at the present time.

disease, paralysis, insanity, or that awful paresis that ends life so quickly.

This is indeed the time when Paine's Celtouch at the wharf on his outward trip on Monday next. This will depend, however, on the time of his arrival at Victoria and the condition of the tide. He would naturally not like to go into the wharf for the first time of reader to the first time of the dark condition.

naturally not like to go into the wharf for the first time after dark or at a low stage of the tide. Captain Lee will be instructed to examine and report on the whole matter after the arrival of the next Empress. Yours truly,

H. Abbott,

General Superintendent.

Will soon overtake the weak, languid, nerwous and broken-down. The results must be appalling and fatal to thousands, if the system is not fortified by earth's best medicine, Paine's Celery Compound.

CONSERVATORY OF MUSIC.

The Commencement Exercises at Institute Halkand Presentation of Prizes.

By invitation of Miss Sharp, the prin-India should have have been the night on the occasion of the commence-pioneer liner to call at Vic- ment exercises of the Victoria Conservapioneer liner to call at Vic- ment exercises of the Victoria Conserva-toria, but the undertaking was a new tory of Music. The hall was crowded of the recent survey of the approach to the wharf would, he thought, be injuthed close of the musical part of the even-

Orient, has, it is stated, had orders for- Piano Department — Miss Gertrude warded to him at Yokohama to dock his May Flumerfelt, (scholarship) pupil of than the one held three weeks ago, and everything points to all the events being well filled. As most of the races are handicaps the past running will not by any means point to one or other horse as a sure winner, for that old adage of Crusader. The vessel is of about 40 tons register and is 50 feet over all in length and 14 feet 6 inches beam, the depth of Isabel Gill, Adelaide Willemar, Maud Munsie, Mina Wilson, Bertha, Munsie, Ethel Bechtel, Pauline Tingley, Norma Flumerfelt, Gladys Campbell, Winniired Wilson, Millicent Newby, Fraser-Barron, Edith Shrapnel, Mary H. Robinson. Masters Richard Maynard and George Verrinder, pupils of Miss

> Vocal Department—Mrs. J. B. H. Rickaby, Miss Mary A. Wilson, Mr. Arthur S. Gore, Mr. W. T. Williams. Theory Classes-First class, Miss Gerarude May Flumerfelt, 1st; Miss Adelaide M. Willemar, 2nd; Miss Carrie Hall, honorable mention. Second class -Miss Gladys Cambell, 1st; Miss Agnes Dier, 2nd; Misses Norma Flumerfelt and

The programme was an extended one, MARINE NOTES.

The Australian liner Warrimoo was music, and abundant chance was afford-

given dispatch for the South Seas at ed of seeing how thorough is the train nidnight last night, carrying a cargo of ing given by the Conservatory staff of PROGRAMME. Quartette (for two pianos) Saltarello

(Class under Miss Walker's direction.) fisses Gill, Barron, Gardiner and Robinson Piano Solo—Allegro con brio.... Beethoven Miss Gertrude May Flumerfelt. Piano Solo—Junior Grade, a "A Lesson

b "Gipsy Encampment" F. Behr Miss Nina Wilson. c "Mermaid's Song," from Oberon Weber Master George Verrinder.

Beethoven

Misses Norma C. Flumerfelt, Pauline Tingley and Ethel Bechtel. Lullaby.

Miss Agnes Dier.

"Gaily Chant the Summer Birds" ...De Pina Mrs. Herbert Kent. ano Solo—"L'Escarpolette" (swing song)
Miss Violet M. Vernon. .. Fontaine ngs-"The Sweetest Story"....

"Last Night". Mr. C. E. Jones. .Kjerulf Piano Solo—"Bubbling Spring" Rive King Miss Isabel Gill. Song—"Chant Hindu (Hindoo song). .Bemberg Mrs. J. B. H. Rickaby. . Lysberg

Song—"Mary of Argyle Song—"The Rosebush" Song-.Faustina Hasse Hodges Miss Mary A. Wilson.
o—Second Mazurka
Miss Ada F. Tingley. . Godard Roekel

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