

CORONATION FETE PLANS MATURING

ON JUNE 22 VICTORIA
WILL BE TRANSFORMED

Pageant Will Be Brilliant One
Decorated Automobiles—
The Evening Events

For several weeks a very large number of ladies and gentlemen have been working hard in preparation of the various events which will take place here on Coronation day. A glance into the central committee rooms at the old Alexandra Club will reveal numbers of ladies hard at work from morning until evening among all the paraphernalia which go to build up and dress the various floats, the preparation of which is in their hands.

In addition to the activity displayed there, scores of others are engaged in similar occupation dressing the various floats which are being put on entirely at their own cost by the fraternal, patriotic and friendly societies, and other organizations throughout the city.

This coronation pageant, it is estimated, will be at least one and a-half miles long, and it is there will be from two to three thousand people. This is probably under the estimate, for one of the orders has signified its intention of putting in a float upon which neither time nor expense has been spared, and accompanying it with one thousand members of its order.

All committees are working equally hard for the various events embraced in the full programme. The day's proceedings start at ten o'clock in the morning with the procession of the school children at Beacon Hill park, and will close about midnight, winding up with a massed fancy dress festival of empire, which takes place on the esplanade street and the embankment.

The display of fireworks will be such as Victoria has not seen for many a day. The coronation was given yesterday to Hitt Bros, who got their start in the business in Victoria. Mr. Hitt is a Britisher, his firm will do everything they can for the honor of the day, and to show what the firm is capable of doing when they have been given a sufficient sum to work upon.

Special attention is called by the management committee to the competition for prizes in decorated automobiles. These are \$100 for first, \$50 for second, \$50 for third, and \$25 for fourth. Anything will be considered a "decorated auto" which is built upon the ordinary body of a motor, driven in the usual way and under its own power. The Motor Club is making a special appeal to every member and to all outside of the club who own motors, to enter this competition, not necessarily for the prizes, but in order to show the large number of motors in the city. It is a fact that there are more automobiles owned in Victoria than in any city of its size in Canada, and it is up to the owners now to give a show on coronation day worthy of this reputation.

Prizes will also be offered for the best decorated carriage. These will be in the form of trophies, and will be given by some leading citizens.

It is especially asked of all societies and organizations taking part in the parade that they will notify the honorary secretary, if they have not already done so, of the exact nature of their participation and of their float (if any) before Friday noon, so that the programme can be made out, and each society or organization assigned its proper place in the procession. If this information is not given by Friday noon, it may be impossible to include anything later in the programme.

The provincial government is printing 10,000 souvenir programmes containing a synopsis of the day's proceedings. It is expected that these will be ready Monday or Tuesday. The detailed programme of the parade will be published later.

The following list of committees, with chairman of each, is published for the information of all concerned:

Children's Committee—Chairman, Mrs. R. S. Day.
Parade Committee—Chairman, Chief Langley.
Official Floats Committee—Chairman, Mrs. Henry Croft; secretary, Mrs. H. C. Hamilton.
Music Committee—Chairman, Mrs. S. Macleure.
Evening Festival Committee—Chairman, H. S. Bickers.
Decorated Floats Committee—Chairman, Mrs. Hassell.
Decorations Committee—Chairman, Mrs. S. Macleure.
Decorated Motors—Chairman, A. G. Sargison.
Fireworks—Chairman, Ald. Bishop.
Beacon Fires—Chairman, Mr. Warren.
Management Committee—Chairman, Very Rev. Dean Doull; honorary secretary, Herbert Cuthbert; assistant secretary, W. H. Price.

COUNCIL OF WOMEN.

Port Arthur, Ont., June 14.—The delegates to the eleventh annual meeting of the Council of Women of Canada are due to arrive in the city to-day and will be given a warm welcome. Many of the officers of the council are here. Lady Taylor, president of the council, is a guest at the home of Mrs. McKeller, Fort William, while Miss Riddell is staying at Fort Arthur.

The interior of Trinity church has been beautifully decorated. Business opened with meetings of the standing committees at noon to-day when reports on schools and playgrounds, peace and arbitration, agriculture for women, laws for the better protection of women, citizenship, immigration, the press and the white slave traffic were discussed. The weather is fine and both cities are en fête.

DENIES AGREEMENT TO CONTROL PRICES

Lumber Association Official
Testifies in Suit at
Kansas City

Kansas City, June 14.—An attempt to show that the Southwestern Lumbermen's Association had a so-called "customers' list" which it sent to all the members for the purpose of blacklisting all wholesalers and manufacturers who sold lumber direct to consumers, the state called Harry A. Gorsuch, secretary of the southwestern Lumbermen's Association, to the stand yesterday in its suit to oust the so-called lumber trust from Missouri.

Mr. Gorsuch admitted there was such a list, but said it was merely a sort of business guide for members. He said he did not recall ever sending out lists blacklisting wholesalers. Charles S. Keith, president of the Central Coke and Coal Company of this city, was the only other witness examined. He started his hearers with the statement that the cost of producing yellow pine had increased 88 per cent from 1898 to 1908. He said it was the supply and demand and not the price list issued by the Yellow Pine Manufacturers' Association that controlled prices. He said the only curtailment of output by the association was that of 1904, mentioned by R. A. Long, of the Long-Bell Lumber Company. Mr. Keith explained that there were business reasons for a company curtailing its output, citing failure to get sufficient transportation facilities.

Mr. Keith denied that there was any agreement to fix or control the price of yellow pine or to limit competition in the state of Missouri.

Replying to a question of the state's attorney, Mr. Gorsuch admitted that the Southwestern Lumbermen's Association had a so-called "customers' list," and continued: "It contained information of value to the retailers. It kept them advised as to the business methods of the wholesalers and manufacturers. If a wholesaler persistently shipped lumber of inferior quality or had the habit of passing up old orders, the retailers would be advised of it. It was an advance in the price of lumber, that information was dispensed. These were some of the many purposes of the customers' list."

Mr. Gorsuch read out lists blacklisting the names of wholesalers who sold directly to customers. "I recall doing nothing of the kind."

Mr. Keith denied that the wholesalers and manufacturers of lumber were members of the Southwestern Lumbermen's Association until 1907, when the membership was restricted to retailers. He said the wholesalers were permitted to attend and participate in the annual meetings, but had no votes.

GOES TO BULLEN'S FOR HULL REPAIRS

Amur Returns From Skagway
To-day—Several Pliers
Punctured Amidships

(From Wednesday's Daily.)
To have repairs made to her hull, which was damaged when she ran aground on a rock in Wrangell, Alaska, the Amur, Capt. Locke, was hauled out on the B. C. Marine railway this afternoon. The vessel returned this morning from her special trip to Skagway with freight, but showed no evidence above the water line of having come in contact with any obstacle. About amidships near her keel, however, several of the plates were punctured, and these will have to be replaced.

The Amur ran ashore in the Narrows when caught in the strong currents and tides. When the vessel floated off the rock she was beached on South Flat and not North Flat as was formerly announced. The cattle which were aboard were transferred to the steamer Jefferson and taken to Skagway, while much of the other cargo was lightered. When the tide receded temporary repairs were made to the damaged section of the ship and it was again under way for Skagway.

At Vancouver the Amur loaded a full cargo of freight for the northern city about two weeks ago and was on her way there when the accident occurred. The steamer while the repairs are being effected and it is understood that the Amur will be thoroughly overhauled while there. It was thought that when the Princess Beatrice was placed on the run to the northern British Columbia ports of the Queen Charlotte Islands that the Amur would then lie up, but as the freight had to be shipped to Skagway she was given the job.

During the passage the Amur experienced some heavy weather, although on some days the conditions were ideal.

ENGLISH CRICKET.

London, June 14.—Cricket games concluded to-day resulted as follows: Nottinghamshire beat Sussex by an innings and 107 runs.

Hampshire beat Gloucestershire by an innings and 103 runs.
Lancashire beat Worcestershire by 372 runs.

Surrey beat Derbyshire by an innings and 13 runs.

Cambridge beat the Indian team by an innings and 71 runs.

New York, June 14.—Members of the English polo team returned home to-day on board the Mauretania, expressed themselves as greatly pleased with American sportsmanship and hospitality. The Mauretania was the last ship to leave this country in time for the coronation of King George.

STAY IN FAULKNER TRIAL IS REFUSED

Young Vancouver Man Is Next
to Come Before Assize
Court Jury

An application was made to Mr. Justice Murphy in the assize court Tuesday afternoon for a postponement to the next assizes of the trial of George Lloyd Faulkner, who was under indictment for rape, with three other counts added. His Lordship, after reading H. A. Maclean's application on behalf of the accused, refused any delay and ordered the trial to take place immediately after the hearing of the trial of Vujovich, which is in progress this morning.

Mr. Maclean made his application on behalf of Faulkner on the ground that a material witness is absent, and that a witness for character on behalf of the accused is not here now. A second reason for a postponement was given in regard to the age of the girl. The defence claims that the age of the girl being of great importance the defence had insufficient time in which to make the necessary researches.

Mr. Justice Murphy said the preliminary hearing was held April 25 and accused was sent for trial. Accused was there represented by counsel and his lordship had since gone through the evidence and found that every question involved in the application for an adjournment was clearly brought out in the lower court and placed before the grand jury in the indictment to which a true bill was returned. The girl's age was shown. Referring to the absent witness the judge said the defence was foolish to have allowed an important witness to go away the day before the trial and he could see no reason why the trial should be postponed. Mr. Maclean, however, having retained only recently would have another day to go further into the preliminary hearing evidence, and the trial of Faulkner would proceed next.

Advised was in court during the application.

V. & S. TERMINAL EXEMPLIFIES EVIL

Mayor Morley Uses It to Illustrate the Evils of Granting Rights to Railways

The V. & S. railway came in for some criticism at the hands of the city council on Tuesday. Mayor Morley brought the matter up in regard to the new harbor railway project, as illustrating the great danger of allowing corporations more than they would reasonably pay for the use of public property. He stated that the company had made a perfect disgrace of Blanchard street, and so far as he knew the city could not do anything to prevent the company from making their cars of. He stated that the company had made a perfect disgrace of Blanchard street, and so far as he knew the city could not do anything to prevent the company from making their cars of.

He understood that Blanchard street was now impassable on account of an underground pit which was being dug out on the street to be used as a repair shop. When the rights were granted the company to locate their terminal at that point he was sure that it was not contemplated that they would make the terrible mess of the district that they had, but he desired to use the example of that incident as a precaution against being let in for any honey-worded proposition in the future. Why the V. & S. was ever allowed to locate there was one of the things he could not understand.

Alderman Gleason wondered if nothing could be done to make the company improve the street. He thought that the matter ought to be investigated with a possible view to pulling up the company in their depredations in the city property.

The assessor indicated that the only way in which to get rid of the trouble was to buy it out. However, it was agreed to refer the matter to the city solicitor and the engineer to investigate and report back to the council.

VICTIMS OF EXPLOSION.

Havana, June 14.—The steel foremast of the old battleship Maine was shipped aboard the Ward line steamer Bayano yesterday. It probably will be taken to Governor's Island, New York. The Cuban authorities have made preparations to receive all bodies as fast as they are recovered. They will be taken to Cuernavaca, where they will be placed in coffins and remain under military guard until the exploration of the wreck has been completed. The bodies will then be removed to the collier Leonidas for transfer north.

ASCOT RACES.

Ascot Heath, June 14.—The feature of racing to-day at the meeting was the Ascot Hunt cup, a handicap of 1550 sovereigns, seven furlongs and 168 yards, which was won by W. M. G. Singer's Moscato, 100 to 6. Sol Joel's Longset, 3 to 1, was second, and J. B. Joel's Prince Ermine, 8 to 1, third.

Lord Derby followed up his success of yesterday with Steadfast in the Prince of Wales stakes by carrying off the Ascot Derby stakes, 2000 sovs., 1½ miles with King William, who was the second favorite at 2 to 1. Mr. Fairlie's Phryxus was second and Sir Ernest Cassel's Porphyrio third.

DIED SUDDENLY.

Seward, Alaska, June 14.—George M. Landis, superintendent of the Alaska Packers' Association cannery at Chignik, died of heart failure June 2. The body was received here yesterday on the steamer Dora. It will be sent to his home in Alameda, Cal.

SLOWEST PASSAGE FROM NEWCASTLE

ATLA MEETS SERIES OF
HEAD WINDS AND CALMS

Barquentine Makes Passage
From N. S. W. Port In
Ninety-Nine Days

Completing one of the slowest passages between Newcastle, N. S. W., and Cape Flattery, the barkentine Atla arrived in the Royal Roads on Tuesday afternoon with a full cargo of plies, which she will discharge at Vancouver for the Canadian Pacific railway.

Ninety-nine days were occupied in making the passage, head winds and calms being encountered so frequently that it was impossible for the ship to make any great headway, and according to records the Atla has the misfortune to be the slowest windjammer to cover the distance.

When it wasn't a calm it was head winds, and it was seldom that the skipper was able to enter in his log what would be considered a good day's sailing. This series of adverse conditions held the vessel back, and not once from the time Newcastle was lost to view until Cape Flattery was sighted did the Atla run into a good breeze of weather. After the vessel had been delayed many days in the southern sea, the skipper and officers of the ship expected that after crossing the equator fair winds would be encountered, and that they would be able to pick up some of the lost time.

Their expectations were never realized, for after beating across the Pacific from Newcastle to the north and other rolling about in heavy seas, driving into head winds or lying on the peaceful bosom of the Pacific ocean with all sail set and not a breath of wind to bridge them out. During the passage many heavy gales were met, but the ship did not sustain any damage as the result of them. The men aboard the vessel suffered no hardships and were in good health on arrival here yesterday.

When the tug Lorne, Capt. Cutler, returns from the Fraser with the British barque Holt Hill, she will tow the Atla to Vancouver for discharge her cargo, which will be used in the construction of the new docks at the Terminal City.

After her arrival here to-morrow morning, the Atla will be in the Roads for a few days before leaving for Delagoa Bay. She has aboard 2,000,000 feet of lumber, and is in charge of Capt. Braze.

WORK ON EXTENSION COMMENCES SHORTLY

Piles to Be Driven Within Few
Days for Addition to C.
P. R. Wharves

Construction work on the C. P. R. dock extension will commence within a few days by the contractor, Matthew Dow, of Seattle. The contract has just been awarded and machinery for the pile-drivers and other apparatus for building the wharf is now being brought to this city. When operations are started the work will be rushed with all speed and it is expected that the big undertaking will be finished within a month.

Mr. Dow, who has been the successful bidder, is one of the best known contractors on the coast, having constructed all the Grand Trunk Pacific wharves and docks at Victoria and Seattle. The outside pier to be extended a distance of 240 feet and will be widened thirty feet. The shed on the dock will be enlarged in proportion to the extension, and the cargo freight in the present cramped quarters will be relieved.

The material for the work is here, the ironwork piles arriving on the steamer Osceola and the concrete ones having reached here from the Sound. The 130 Australian timbers will be used in the inside work, where it is difficult to replace a worn-out pile. As the length of the dock will be increased, it will not be necessary for the company to be continuously needing to drive additional piles to relieve the weight on those eaten nearly through.

ASSESSMENT SHOWS REMARKABLE GROWTH

Assessable Lands Now Amount
to Over Fifty-Nine Million
Dollars Value

The report of the city assessor was submitted to the council Tuesday and proved to be a most gratifying one. It demonstrated as no amount of words could the tremendous development of the city through the medium of assessable lands and improvements.

The assessable land values this year have leapt up to \$46,495,500, as against \$28,229,102 last year, and the assessable improvements have increased to \$13,462,980 from \$11,602,730, which gives the following contrasting totals: \$59,958,480 for the present year as against \$37,831,832 for last year.

The report was adopted by the council and the date set for the assessment of revision, at which all complaints against assessment will be heard, on July 17.

WEATHER UNSETTLED AT NORTHERN CITIES

Prince George Arrived in Port
From Rupert and Stewart—
Henriette Loading

Bringing south a large number of passengers bound for Vancouver, Victoria and Seattle, the G. T. P. steamer Prince George, Capt. Frank Saunders, arrived in port Wednesday from Prince Rupert and Stewart. Among those who arrived here on the vessel were: Percy Godenrath of Stewart, a mining man who is largely interested in the northern town, and Hon. Wm. Ross, K.C., chief commissioner of lands and works, who has been in the Bella Bella country for a short time.

Fairly good weather was experienced during the passage, although in the far north considerable rain fell. At Rupert the conditions are still unsettled and the residents there are eagerly looking forward to the time when the weather will resume its earlier appearance. The George encountered rough seas while making the run between Rupert and Stewart, but no heavy gales were met.

To-morrow morning the Prince George will sail for the north with about three hundred tons of cargo aboard and a full list of passengers. She left at 11 o'clock this morning for Seattle and returns here at 7 a. m. to-morrow.

Another of the company's vessels will sail from this port to-morrow morning, the Henriette, being due to leave for northern British Columbia. She arrived here last night and to-day tied up at the Michigan, Puget Sound-Lumber Company dock to take on 100,000 feet of lumber for Prince Rupert. She is also loading 500 barrels of cement here besides general merchandise.

Henriette is now giving semi-monthly service to the north and on each trip carries capacity loads of freight for the various points along her route.

CONTRACTORS MEET UNION DELEGATES

Another Conference Will Be
Held at Vancouver To-morrow Afternoon

Vancouver, June 14.—The conference yesterday afternoon between a number of the general contractors of the city and the executive committee of the unions resulted in some progress being made toward a settlement of the labor question. The question of wages did not enter into the discussion to any extent, in fact this question is considered by the executive to be a minor item which can be adjusted at any time.

Although the contractors were represented by a delegation fairly large in numbers, it was felt by the union executive that it was not thoroughly representative, and after practically agreeing on a basis of settlement, the meeting adjourned until 1.30 to-morrow afternoon, when it is expected that a much larger representation of general contractors will attend.

Meanwhile the contractors who were present are extending invitations to others who are willing to settle on the basis proposed to join with them in their efforts to effect an amicable adjustment of the difficulties and to attend the meeting.

Should the meeting, which was prolonged until six o'clock, the utmost good feeling prevailed. No personalities were indulged in, and the arguments were strictly on business lines.

SEWAGE SCHEME CONFERENCE.

City Will Have Joint Meeting With Oak Bay Municipality to Arrange Cost.

It was intended that the city should meet with the Oak Bay municipality to-night to discuss arrangements in connection with the sewerage scheme, but owing to the receipt of a communication from Oak Bay last night to the effect that it would be impossible for a representation of the municipality to meet with the council to-night the proposed conference had to be called off.

Ald. Moresby and the city engineer were left in charge of the matter and will arrange a joint meeting to take place shortly.

According to the city's scheme one of the main sewers will have to run through the municipality for an outlet, and as the residents of the municipality will be much difficulty in arriving at an amicable settlement. Watson and McGregor, Johnson street, each received an extension of time in which to effect their removal from the premises at present occupied by them and condemned to be torn down. Watson and McGregor will vacate in September and Cookson in August.

IMPERIAL COURT OF APPEAL.

London, June 14.—At Monday's session of the Imperial conference, Premier Fisher, after a long discussion, withdrew his resolution regarding the proposed Imperial court of appeal, and substituted one to the effect that the conference recommends that the proposals of the government be embodied in a communication to be sent to the Dominions as early as possible. The substituted resolution was then unanimously agreed to.

LIGHTNING SPLINTERS MAST IN HEAVY GALE

Wilbert M. Smith Has Thrilling
Experiences on Trip to
Callao From Sound

Seattle, Wash., June 14.—Caught in the teeth of a tempest which raged for many hours, her fore-top-mast splintered by a bolt of lightning, which stunned every man on deck, buffeted by tempestuous seas which threatened to engulf the vessel at any moment, the crew of the schooner Wilbert M. Smith of the Globe Navigation Co., of Seattle, had a thrilling experience on the voyage from Puget Sound to Callao with a lumber cargo.

Advices received yesterday tell in a graphic manner of the voyage to the South American port. Captain Ross says that the vessel encountered a severe storm which soon developed into a tempest while just north of the equator. There were blinding flashes of lightning, during which a bolt of fire struck the fore-top-mast, splintering it for a distance of five feet. One big silver, which Captain Ross describes as five feet long and one by four inches thick, fell to the deck. "The flash was so close that every man on deck got a severe shock," says Capt. Ross. "One fellow was knocked down and was slightly burned about the face and across the arm, but none of them were seriously injured. The silver was out of the top-mast high up and did not put it out of commission. I considered it a very close call and a great wonder that some of us were not killed."

"A little further south we encountered what is called on land a 'cloudburst.' It struck us about 8 p. m. and lasted about two hours. You could not see your hand before you, but I managed to get all light sails off and spunked and jibs. The rest of the sails stood up. The heavy storm, when we were struck by lightning, was a southeast gale at a rate of 24 miles an hour."

"Off Cape Blanco we got a southeasterly gale on the day the sun crossed the line. I was prepared for it and got through all right. We crossed the line in thirty-three days, which is not quick time, as I have made it in thirty days."

The Wilbert L. Smith, which sailed from Everett March 18, with lumber cargo for Callao, arrived in that port May 20. Her voyage of 83 days is considered very fast for a vessel for her type. She is now on her way to the Sound, having sailed from Callao for Gray's Harbor on June 9. While she was lying in the harbor at Everett the Smith was in a collision with the tug Mountaineer. The tug was badly damaged and members of her crew were burned by steam pipes.

LIGHT KEEPERS CAN FLY BRITISH ENSIGN

Assistance Is Not Wanted Unless Flag Is Upside Down—
Mariner Made Mistake

Following the action taken recently by a steamer in mistaking the flag flying at a northern lighthouse for a signal of distress, and a boat and going in to see what assistance was required—the keeper decided to haul down his ensign after witnessing the trouble he had caused—the Marine and Fisheries department has issued a circular which reads as follows:

"Shipmasters on this coast are hereby informed that all lightkeepers on coast of British Columbia are permitted to fly at their respective stations the British ensign with the arms of Canada thereon between the hours of sunrise and sunset on any day of the year. Should the lighthouse require assistance from any vessel the said ensign will be flown with the union down. Mariners will govern themselves accordingly."

The steamer on this occasion lost several hours of valuable time and was in the wrong over the matter. On the day the little episode occurred the flag was flying in honor of the birth day and was also flying in the right position. The master of the ship, when he saw the flag floating from the pole, sent a boat ashore, but on the crew's arrival the lighthouse keeper proved to them that they were misinterpreting the rules and that he was right.

So that the skippers of all vessels may lose no time and that the lightkeepers may not be put to any inconvenience when conducting their celebrations the department has seen fit to publish this rule.

SENT TO FORTRESS.

Berlin, June 14.—Herr Krueger, a retired naval constructor charged with betraying naval secrets, but without treacherous intent, was yesterday sentenced to three months' fortress arrest. It is charged that Krueger delivered to an American firm by which he was employed a confidential detail regarding the Nassau type of German battleship as a basis for the preparation of bids for battleship construction.

RAILWAY CASES.

Winnipeg, June 14.—Darcy Scott and R. Mills, representing the railway commission, left this morning for Brandon, where they have, roughly, fifteen cases for hearing.

SIR WILFRID'S HEALTH.

London, June 14.—Sir Frederick Borden has been indisposed for a fortnight, but was able to attend the conference yesterday at Sir Wilfrid's house. He is suffering from neuralgia and throat trouble.

PAVING COMPANY RECEIVES A JOLT

ALLEGED IMPORTING
OF AMERICAN LABOR

Engineer and Solicitor Will
Fight the Matter Out With
the Company's Manager

The Trades and Labor Council has a jealous eye on the movements of the Canadian Mineral Huber Company, which has just recently started up the great thirty-six mile paving contract in the city of Victoria. Up till now the company has only been paving with the city's gutters, and has been so in a manner so unpropitious of seriousness as to disarm all criticism, yet the Trades and Labor Council comes along and gives it a jolt. Freely the lot is not intended to refer back; it is not for offence committed but merely a little advance note of their general attitude for the company's benefit.

It cannot be before the council Tuesday night in the form of a communication pointing out, in rather more suggestive than positive terms, that the company is importing labor from the other side of the line to carry out the contract in violation of the terms of agreement, and that foremen, cement finishers, and others were being drafted over which would, of course, be detrimental to the interests of the labor market in the city. The newcomers were said to be coming from Spokane and Washington generally. In conclusion, the letter requested that the council should take the matter up with the company and see that the provisions provided for the labor interests of the city are observed to the letter.

None of the aldermen had anything to say on the proposition, and it was referred to the city engineer, the solicitor, and the management of the company to fight out among themselves.

Exactly how the interests of the labor market of the city of Victoria are to be protected by the agreement entered into by the company and the city is not very clear. All the agreement says in regard to labor is that the company shall employ Victorians as far as possible. Viewed from the point of view of the company it is not difficult to see how it will be advanced by employing the foremen and others who did the work on the other side of the line. The same has been before, are conversant with the company's requirements and familiar with the eccentricities of the particular composition to be used.

The protection of the labor market of Victoria is not an essential feature in the articles of incorporation of the company. That is the city's province, in regard especially to civic work, and it remains to be seen now whether they have fallen down or not.

Labor was further represented at the council's deliberations on Tuesday by a communication from the Victoria Laborers' Protective Association. The letter was short, pithy and incisive, its special message was devoted to Aldermen Moresby, Langley and Gleason, the three stalwarts who put the "kibosh" on the proposed paving contract. It accorded them a gratuitous invitation to visit the places where these laborers are at work to see for themselves if it was not worth what they had asked. The writer even so far as to state that it was worth \$5 a day instead of \$3. Whether the aldermen referred to will take advantage of the opportunity so kindly offered of getting into closer touch with the labor conditions in the city was not stated. Certainly none of them gave any indication of going back on his opinion. The letter was referred to the city engineer.

A request for a grant was received from the Victoria Kennel Club, to which \$50 was given last year. The matter was referred to the finance committee. A grant of \$250 was made to the Victoria Club to assist in the cost of the international regatta in July a success.

The invitation of Rev. Joseph McElroy to attend divine service in the Presbyterian church on Wednesday evening, the 21st June, was accepted.

FIR TIMBERS FOR ORIENT.

Balfour, Guthrie & Co. to Ship 1,500,000 Feet From Portland.

Portland, Ore., June 14.—Balfour Guthrie & Co. have closed negotiations for the shipments of 1,500,000 feet of large Oregon fir timbers from Portland to Dairen for the Manchurian, or rather to Dairen, the name given to Dairen by the Japanese after they took charge of that section of the Orient. The timbers will range in length from 50 to 70 feet and will measure two and three feet square at the ends.

It will be the largest order of that particular sort of material ever sent from Portland to the Far East. While not given out officially, it is said the shipment will be consigned to the South Manchurian Railway Co., which is under construction by the Japanese government.

LUMBER FOR AUSTRALIA.

Four Million Feet Leaving on Strathcarron—Four Ganges Loading Here.

Tacoma, June 14.—With four ganges working at high speed loading the vessel the British steamer Strathcarron, of the Strath line, under charter to the American Trading Co., is taking on close to four million feet of lumber for Newcastle, N. S. W., and Adelaide.

More than fifty men are employed in loading the ship and it is expected that