

JAPANESE PROGRESS.

There can be no doubt Japan is getting on at a great rate, and that she promises to become one of the most formidable competitors in the wide world of commerce. Having adopted Western civilization with an earnest enthusiasm in all its essentials with one exception, (its religion) the France of Asia is about to launch out on a new path. Japan has determined to "corner" the world's supply of camphor.

The Island of Formosa, acquired by Japan in the late war with China, is the greatest producer of camphor in the world, and the Japanese government, recognizing the splendid possibilities in controlling that trade, has formulated a series of regulations which are now in working order, and have been introduced in the island. The government is to receive from the manufacturers all the crude camphor and all the crude camphor oil produced in the island; the possession, hypothecation, transfer, or export of all other camphor or camphor oil being strictly prohibited, and the ports of export strictly limited. The price paid by the government to the manufacturers is fixed by the governor-general. There is an elaborate system of fines for failure to report properly to the authorities as to the prospects of crop, and for selling or exporting camphor, adulteration, making false declaration, or failing to make the statutory declaration. The rules governing the manufacture of camphor are also very rigorous, the governor-general having almost supreme powers.

The profits of such a monopoly cannot be otherwise than enormous, while its effect upon the market is bound to be very serious. But few will blame the Japanese for taking full advantage of their opportunities, least of all the readers in the commerce of the world, Great Britain and the United States, who have had some experience themselves in the line of trusts and monopolies, and whose example may have had something to do with the latest move on the part of their chief competitor in the Oriental trade. Having made a beginning in this line, so entirely satisfactory to itself, there is no telling where Japan may travel to in that direction. At all events this camphor monopoly is an index that Japan is determined to lose no opportunity to improve each shining hour and develop her trade and commerce by every means that lies within reach.

POSTAL SAVINGS BANKS.

Almost incredible are the statistics of the thrift of the British working classes. It is said that they are the wealthiest "working" class in the world, and the figures which have just been issued by the British Post Office Savings Bank, seem to bear out the assertion. That bank has now in its possession upwards of six hundred million dollars, belonging to close upon seven million depositors.

So enormous is the business transacted by the bank that the government have been compelled to purchase a tract of five acres on the outskirts of London, whereon will be erected buildings suitable for the requirements of the establishment. One hundred clerks have been added to its staff every year for ten years, and in addition to the big staff with which it started. Notwithstanding the fact that interest on deposits has been reduced from 3 per cent. to the old rate of 2½ per cent., the institution's business has grown at a marvellous rate, and continues today on a scale that makes one wonder where it will reach its limit, and to what novel developments it will lead in the future.

A curious fact about this astonishing growth of the Postal Savings Bank is that it has not wiped out of existence the trustee savings banks. Many of the smaller ones have gone under in the struggle, but most of the larger and more solidly-established institutions have thriven in face of the competition, and are reported to be actually more prosperous now than they ever were before. The total sum deposited now in the trustee savings banks of the United Kingdom is considerably greater than it was in 1861, when the Postal Savings Bank began operations.

Any post office will receive deposits, but withdrawals have to be conducted through the London headquarters. A maximum is fixed and when a depositor has reached that, and then recommence his cash deposits on a new account. This bank is used by the War Office for the savings of soldiers and for the deposit of deferred pay.

When it is remembered that life insurance companies flourish splendidly in the United Kingdom and that few workingmen, especially in the cities, neglect the all-important duty of insuring in some good company for a sum that will at their death leave the widow and orphans well provided for, and also that hundreds of thousands of the workingmen protect their homes and furniture by fire insurance, while at the same time steadily saving, some notion of the immense aggregate wealth of the industrial classes of Great Britain can be obtained. Add to that wealth the capital in the possession of the aristocracy, the middle class, and others who are popularly supposed to toil not nor spin, and one obtains an idea of what the financial resources of Great Britain really are. Spain in the days when the gold of the Americas and the Indies was flowing like a river into its coffers, was poor in comparison with the Croesus of modern nations.

It is alleged that a petition is being circulated in Dawson City for signatures, praying the Dominion government to reconsider the withdrawal of Colonel Steele from that place. Dawsonites in Victoria say that the Colonel was the most popular Canadian official in the Yukon, and that even the most hostile of the Americans excepted him in their sweeping condemnation of everybody and everything British in that district.

Now is the chance for the French journalists to pay back the British in their own coin for the remarks about the La Bourgeoisie disaster. The conduct of those Liverpool dock-rat stokers on the Dominion liner Scotsman after the vessel struck, was sickeningly un-British. It is a pity some one of the passengers did not open on the brutes with a Winchester rifle in defence of his property.

For the first seven months of this year the gold output of the Transvaal was worth \$55,979,437. When all the obstreperous Boers have had sense clubbed into them the output of the Rand will doubtless double.

Injunction Refused

Mr. Justice Martin Asked to Re-strain W. McAllan as an Arbitrator.

Decides He Is Not Disqualified—Side Issue of Anti-Chinese Question.

When the Times went to press yesterday afternoon argument was proceeding before Mr. Justice Martin on the application on behalf of the Union Colliery Co. for an injunction restraining Mr. William McAllan from acting as an arbitrator upon the reference of the matter arising out of the promulgation of the special rules by the provincial government, "insisting" that no person shall be allowed to work underground in cold mines who is unable to read the printed rules and regulations.

Mr. Justice Martin, after hearing long arguments by Mr. Cassidy, on behalf of the Union Colliery Co., and by Mr. H. A. McLean, deputy attorney-general, dismissed the application for an injunction.

The Lordship said: The question for us to decide here is, "Is this man in any way incapacitated from dealing with this matter?" Mr. McLean takes the view that the fact of these special rules operating against Chinese is a matter aside from the case, whereas Mr. Cassidy urges that, because it may have the effect of excluding them, and Mr. McAllan has expressed views on that matter, he should be considered incapacitated.

But to take up Mr. Cassidy's points, he first urges that the man to occupy the position as arbitrator must be a practical man acquainted with the working of mines. I agree with this to an extent, but do not think this exhausts it. If other causes were shown, I think the court would have jurisdiction to interfere if the man were proven to be unacquainted to the working of mines. But is he accustomed to it? I think from the evidence he is accustomed to the working of mines. It is possible that the employment of two classes of men as arbitrators was contemplated; engineers and managers of mines, and others who are also accustomed to the working of mines, although not perhaps so situated as the other class, men in ordinary capacities. Mr. McAllan may not have attained to a very high position in the working of mines, but it is evident he is quite above the average miner.

Then in regard to his views on the Chinese question referred to, it is admitted by counsel that it would be impossible to get a man in this country who has not expressed his opinion on the question of Mongolian labor. Mr. Cassidy admitted it, but said it came down to a question of degree. Has what this man has done in this case amounted to the expression of an opinion in such a degree that he should be prevented by the court from acting as an arbitrator? I hardly think it has, particularly when one considers the exact question before the arbitrators; that is, as to the employees understanding the rules. The point taken by Mr. McLean is that on the question before the arbitrators it must be shown that he has expressed a strong opinion one way or the other. There is no evidence that he has so expressed himself. He has expressed himself on a matter which is collateral, and yet bound up to a considerable extent, with the subject before us, but in an indirect way, and not so directly that I should be justified in interfering. There is a difference between the expression of a man's opinion on a private matter and the expression of an opinion by a public man on a matter of public importance or national importance. In the former, his opinion might have the effect of disqualifying him as an arbitrator on that question, while the expression of the views of a man on a public matter or a matter of national importance might not.

I think the court should not interfere with the selection made by a public official acting in his public capacity in the discharge of duties which are imposed upon him by the act. I think the court will not be unduly desirous of interfering with such discretion. Of course the court has power to do so, but I do not think it should be lightly exercised.

Taking the whole matter into consideration, the application must be refused, and I would rather refuse the application and be corrected by a higher court than to grant the application. It will be dismissed, and the question of costs can be brought up later.

DR. A. W. CHASE'S 25c. CATARRH CURE
Is most desirable to the diseased parts by the Improved Blower. Heals the ulcer, clears the air, drives out the mucus, and cures the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase, Medicine Co., Toronto and Buffalo.

Wreck of the Scotsman

Survivors Tell a Terrible Tale of Suffering and Loss of Life.

How Stokers Robbed the Helpless Passengers—Lived on Biscuits and Berries.

Montreal, Sept. 29.—A tale of death, suffering and pillage was told by the 250 scantily clad men, women and children who were on board of an international special which steamed into Bonaventure depot this evening.

They comprised the greater number of those who sailed from Liverpool on September 14 on board the steamer Scotsman, bound for Montreal, and wrecked on the inhospitable shores of the Straits of Belle Isle at half past two in the morning of the 21st.

All suffered cruelly from cold and privation, and almost the worst horror of all, men who were supposed to succor and assist those committed to their care, in the hour of need turned on the helpless passengers, and with loaded guns and revolvers compelled them to part with their valuables saved. Captain Skrimshire and his officers were, of course, notable exceptions. The passengers ascribe to them

The Role of Heroes. For the honor of the British merchant marine, the crime may not be ascribed to men regularly engaged in it, but to a gang of desperadoes, a gang of great ruffians, the usual crew of the Scotsman, who joined the seaman's strike on the other side.

The Scotsman's passage to the Straits of Belle Isle was a fair one, though the green crew in the stoke hold lessened the speed of the ship, so that when she reached Belle Isle she was about a day's run behind her usual average time.

Entering the Straits on Thursday night, a dense fog blanketed down on the vessel and made navigation a matter of great caution at all times in the Straits—a precarious undertaking. The speed of the ship was reduced, and she felt her way in.

At two o'clock there was a shock underneath the keel of the vessel, followed by another and another. The passengers were asleep in their berths, and all were awakened by the shocks. On deck, the thick fog shut out the sight of shore.

Passengers ran hither and thither in confusion, but Captain Skrimshire and his officers went among them calming their fears. A superficial examination of the ship told the captain that she would be a total wreck, and that

She Must Be Abandoned. At once, a port lifeboat was lowered and into this many women and children were picked. Hardly was it clear of the ship when it capsized and the occupants were into the water. Fifteen of them were drowned. Some were saved, for the ship had listed to port, and several ladies were washed back on to the deck. One lady clung to a rope for two hours before she was rescued, the skin being torn from her hands.

Disastrous scenes were at this time being enacted on board. Hardly had the vessel struck before men from the stoke hold rushed to the cabins, and slitting open valves and knives with their hands took all the valuables they could lay their hands on. Several of them fired shot guns and tried to force the men to leave their cabins. It is said that some of the steerage passengers were killed.

Fainting and Dying Women. Captain Skrimshire and his officers, busy in caring for the safety of the passengers, had no time to interfere with the vandals. When morning came it was found that the Scotsman lay with her bows to a cliff fully 1,000 feet high. A second boat load of women and children, which had been sent off, was carried back and the passengers transhipped to the rocks outside the ship. Until 6:30 p. m. the officers and crew of the Scotsman were man worked unceasingly in getting the passengers ashore, and when darkness and a heavy fog set in all were sore on the rocks.

Here the new danger of starvation faced them. The last of the ship's provisions, very little bread and butter, and a quantity of biscuits were carried ashore, and on this, with a very little canned beef and wild berries, over two hundred people existed for several days. Some natural springs were found, but despite this the bulk of the food and water brought on much sickness. Many of the passengers

Suffered From the Exposure. After much difficulty some overcoats and shawls were secured for the women, nearly everyone of whom had left the ship in her night clothes.

The passengers were obliged to climb up a rocky cliff after three hundred feet high before they could find a place large enough to rest. Here they stayed on the bare rock for four days and nights. The first night they had absolutely no shelter, but on Sunday the captain sent up some tarpaulins and blankets. They were very acceptable, as it had rained hard all night and was most bitterly cold. A number of passengers attempted to reach the lighthouse, which was only a few miles away as the crow flies, but to do this it was necessary to climb about 1,200 feet higher before a practical path could be reached, and there the difficulties had begun. The path proved rocky and uneven, and was crossed by huge cliffs and gullies, which were very deep.

It was not until the 28th that the Montfort came along and was signalled by the Belle Isle lighthouse, to which port the Scotsman's passengers mentioned had been taken from the wreck. After bringing these people on board the Montfort, where the Scotsman lay. The weather was bright and clear. As soon as practicable the boats were launched and the work begun. The Montfort took two hundred and fifty of the passengers.

The steamship Grenada, which soon after came in sight, took the remainder, excepting four who decided to return to England

in the steamer Monterey, the next vessel to appear. Forty-five of the crew also went on this boat.

SPANISH REPUBLICANS.

Attack the Monarchy—Want Prisoners in the Philippines Released.

(Associated Press.)

Madrid, Sept. 30.—A meeting of Republicans was held here last evening which was attended by 6,000 persons, among whom were a number of leading French, Italian and Portuguese Republicans. Several violent speeches were made, in the course of which the monarchy was attacked.

At Burges a Catholic congress committee was appointed to establish a Republican union. A resolution was passed demanding that steps be taken to secure the liberation of Spanish prisoners held by the insurgents in the Philippines.

NINE PERSONS DROWNED.

A Lifeboat From the Stranded Dominion Liner Scotsman Swamped in the Straits of Belle Isle.

(Associated Press.)

Rimouski, Sept. 29.—The first life boat which left the Dominion line steamer Scotsman after she went ashore on Belle Isle was swamped and the following were drowned:

First cabin—Mrs. Robertson, of Toronto, wife of the manager of the Sunlight Co., and daughter; Mrs. Charles, wife of the stage manager of the "Sign of the Cross" company; Miss Street, of Montreal, travelling companion of Miss Duncan, of Montreal; Mrs. Dickinson, of Windsor, Ont., wife of the editor of the Windsor World.

Second cabin—Miss R. Weavers, Mrs. T. Thot, Mrs. Scott, Mrs. Skelton and the infant child of Mrs. Roberts.

The drowning occurred about 2:30 a. m. last Friday.

There were others whose names were not learned.

Stokers Rob Unfortunate Passengers. Quebec, Sept. 29.—Information from Rimouski indicates that the wreck of the Scotsman was accompanied by the most extraordinary incidents.

The first boat, loaded with women and children, swamped soon after it left the ship's side and all of the occupants were drowned.

Immediately after the vessel struck, the stokers commenced the most barefaced robbery of the passengers, taking all the valuables they could lay their hands on.

The passengers who escaped had to climb over rocks for miles to reach the light house.

For later information it appears that the stokers, who were a scratch lot owing to the strike in Liverpool, and other members of the crew, got access to some liquor which were on board, and that the officers were utterly unable to control them.

FREIGHT DESTROYED BY FIRE.

(Associated Press.)

Cincinnati, Oct. 30.—Fire started at 1:20 this morning in the freight depot of the Big Four railroad, and destroyed property, previously estimated at from \$400,000 to \$1,000,000. The entire freight train was called out. Whole loaded trains and empty cars were destroyed. The main track was so badly warped that access to the station is temporarily cut off. The loss is almost wholly restricted to railroad property and freight.

THE BUBONIC PLAGUE.

(Associated Press.)

Oporto, Sept. 29.—Confirmation has been obtained of the report that the bubonic plague has appeared in Bagnia, a village outside the sanitary cordon. The disease was introduced by two patients in the hospital. Last evening a carriage from the infected district was expected here was stoned by a number of people. The police drove off the assailants and the doctors escaped unhurt.

HONEST ADVICE FREE TO MEN.

The Times is requested to publish the following: All men who are nervous and who are suffering from the various troubles resulting from overwork, excess or youthful errors, are aware that most medical firms advertising to cure these conditions cannot be relied upon. Mr. Graham, a resident of London, Ont., living at 4374 Richmond street, was for a long time a sufferer from above troubles and after trying in vain many advertised remedies, electric belts, etc., became almost entirely discouraged and hopeless. Finally he confided in an old clergyman who directed him to an eminent skillful physician, through whose skillful treatment a speedy and perfect cure was obtained.

Knowing to his own sorrow that so many poor sufferers are being imposed upon by unscrupulous quacks, Mr. Graham considers it his duty to give his fellow-men the benefit of his experience and assist them to a cure by informing anyone who will write to him in strict confidence where to be cured. No attention can be given to those writing out of mere curiosity but any one who really needs a cure is advised to address Mr. Graham as above.

BUBONIC PLAGUE.

(Associated Press.)

Oporto, Sept. 30.—Five new cases of bubonic plague and one death were reported yesterday to the authorities. It is said a number of soldiers forming the sanitary cordon are also ill with the plague.

ANOTHER CASE OF CANCER CURED.

Let us send you the particulars. Our patent method of treating cancer and tumors is curing many very critical cases. Write for full particulars. STOTT & JURY, Box 9, Bowmanville, Ont.

The committee charged with the selection of the next place of meeting of the pan-Presbyterian alliance has decided to hold the meeting in London, England.

Women with pale, colorless faces, who feel weak and discouraged, will receive both mental and physical relief by using Dr. Williams' Pink Pills, which are made for the blood, nerves and complexion.

The Alpha in Port

Brings a Fudget of Late News From Dawson and Athlin.

The Highwayman and the Athlin Stage—A Strike at White Horse.

Steamer Alpha, Captain J. D. Warren, returned from her tenth voyage to Lynn canal ports at 3 o'clock this morning. She brought 68 passengers, mostly late arrivals from Athlin. She left Skagway at 5:30 on Monday evening and passed the steamer Danube in Lynn canal, about 35 miles from Skagway, inbound. Wrangle was left on Wednesday morning.

No news was brought of further earthquakes, as was expected by some in view of the fact that the seismograph at the customs wharf, which registered the previous shocks, showed another disturbance on Sunday last. This time, though, if earthquake there was, it must have been elsewhere, for the Alpha reached Skagway on Sunday last, and despite the predictions of the Salvation Army and the records of the seismograph, there were no further tremors on Lynn canal.

Details were brought by the Alpha of the hold-up of the Athlin-Discovery stage. As the stage was going towards Athlin from Discovery on Tuesday, the 18th, late at night, a lone highwayman stepped from a cluster of trees and called to the driver to stop, the stage as he wished to ride. As soon as the team was brought to a standstill he covered the driver with a revolver, and informed the passengers that if they wanted to save their lives, they would have to give up their money. The passengers, some of them, were badly frightened, but they had little money, and the highwayman made a very small draw. He made his escape without being molested or identified. Those on the stage were: De Witt, the packer; Emmett, the packer; Messrs. Beiger, Mrs. Nelson, Duke Patterson, H. H. Draper, Shirley Waters, C. E. Walker and the driver.

The robber, whoever he was, was cool, and though he did not make much of a haul, understood his business and made his work stick. The police are searching for the culprit, and no doubt will succeed in his early apprehension.

News is given of the swamping of the small Taku-Athlin steamer which was run in connection with the steamer Greaser. A sudden squall struck the little steamer and she keeled over and in a few seconds was half full of water. Her officers turned her towards the land and beached her. Among her passengers were E. J. Coyle, assistant G.P.A. of the C.P.R.; Gold Commissioner Graham, and Harry McGregor, C.P.R. agent at Skagway. When the steamer was thrown on the beach, so the story told by the Alpha's passengers goes, they jumped, gripe in hand, and when last seen were running as fast as any sprinters in the direction of Athlin.

A strike is on at the White Horse tramway, the employees wanting higher wages. It is likely that the owners will accede to their request.

Freight is still piled up at Skagway and Bennett and it is reported that the steamers of the C. D. Co. are making their last trips of the season. The last steamer to reach Dawson from the upper river in 1898 steamed into that city on the 25th day of October. It is expected that the season will close earlier this year.

The Yukon Sun, of September 12th, reported that the Alpha has an article commendatory of the recall of Colonel Steele, of the N.W.M.P. Major Perry is to succeed the Colonel.

The following news notes are gleaned from the Sun: Commissioner Ogilvie has been to White Horse on official business. The telegraph lines are expected to be in Dawson and ready for business next Sunday, October 1st. The streets are being named and houses numbered. Dawson, Peter Kelly, a well known miner, died on September 4th.

Bartlett Bros., the well known pack train owners in the interior of this province, are doing a big business in their line in the Yukon. They have stores, from which they draw their supplies, as well as a hotel. They are working 90 miles in connection with their business.

From all the crooks come encouraging reports as to the probable output of gold this fall and winter.

The Yukon Board of Trade has elected the following officers: President, Thomas McMillen; vice-president, F. H. Ames; second vice-president, Dr. F. Ames; treasurer, D. D. Doig; secretary, E. H. Clayton. The annual membership fees are \$40, payable in advance. The constitution and by-laws were adopted, and the charter issued to the board, which already comprises a very large number of the business men of Dawson.

Alfred Dugans, of Melbourne, Australia, was drowned in White river on September 1st. His body has not been recovered. He was a native of Bendigo, where he was born in 1829.

Albert Larsen, of the steamer Alice, was drowned in the Yukon at a point about 150 miles below Eagle City.

Large nuggets, ranging in value from \$5 upwards, are being discovered in several of the new gulches.

Big Alex. McDonald is building a hotel on the corner of Second avenue and Second street. It contains 36 rooms and is most modernly equipped. The Glenner publishes a list of new improvements in buildings, etc., which have been carried out in Dawson during the present year, the aggregate value of which is \$200,000. The Alaska Gold Mining Company, of Indians, operating at Borneo bay, has at a depth of 700 feet vertical and 900 feet in the tunnel, struck a quartz ledge which is undoubtedly one of the richest ever owned in Alaska. It is over six feet wide, and an average assay shows \$104.74 per ton.

There was not much treasure on the Alpha. B. J. Botsford and G. S. McConnell of Ladue & Co. of Dawson, had about 50 pounds of dust, and G. Mount, A. Anderson, O. Prins, H. Colwell and C. Booth from the White Horse, also well fixed with cash. Other passengers were: S. Badler, J. Geck, J. Taggart, E. Taggersell, Mrs. Lena Holden,

H. A. Holden, John A. Walter, C. D. Newcomb, Fred Wilson, Chas. Gough, H. S. Martin, Mrs. J. Montgomery, Mrs. Laura, Peter Laurin, P. Walest, F. S. Harstone, R. Hill, M. McDonald, John Glenn, T. Martin, R. J. Paul, O. R. Burt, J. B. Newcomb, J. Tupper, E. R. Burt, S. G. G. Coupland, P. L. Morrison, S. G. Boker, J. F. Anardie, A. C. Macrae, Jas. A. Young, W. Tribue, L. M. Gaines, W. F. Beavis, J. Brooks, F. C. Brown, J. Russell, J. Botterell, J. Couley, F. Russell, E. J. Reilly, S. Nelson, F. Green, O. D. Morse, F. Barber, James Duane, A. C. Macrae, F. Molinas, C. E. Packard, Mrs. Packard, D. W. Packard and three children, A. H. Packard, E. F. Botsford, L. N. Gaines, Miss Montgomery, J. Williams, Ed. Lewis, George Phillips, R. Morrow, M. Vetcher, L. Lamhstiz.

A FREIGHT BLOCKADE.

Thousands of Tons of Goods Held at Bennett and Skagway.

Some of those who arrived by the steamer Alpha from Dawson, having left there on the Ora on September 13th, reported that water is getting low in the Yukon. According to some, unless conditions change a great deal, there will be a great winter freight blockade at Bennett. It is said there are over 10,000 tons of general merchandise, machinery and supplies piled up at Skagway and Bennett, awaiting shipment to Dawson.

Frank Whepley, a late arrival, says: He saw 200 tons of perishable goods blocked at White Horse, and it is a certainty that this stuff will not get down before it spoils. The Canadian Development Company is constructing a levee the company, hoping to relieve the congestion, but it is doubted if they will get a sufficient number completed in time to materially improve the situation, for the water is very low and a freeze is liable to set in at any time. The river steamers figure on leaving White Horse for the last trip down the river to Dawson October 5. When they reach Dawson they will go into winter quarters.

TORIES IN SESSION.

Delegates Elected to Attend the Mainland Convention.

The Liberal-Conservative Association held a meeting in Pioneer Hall last evening to choose delegates to represent Victoria city electoral district at the convention to be held in Vancouver and New Westminster on Wednesday and Thursday next.

The following delegates were chosen: Messrs. H. Outhbert, W. H. Price, H. Roper, W. Allan, W. Proutt, A. Heathorn, W. H. Cullen, W. Baylen, H. Robertson, A. Graham, Joseph Nichols, D. R. Ker, George Jeeves, Frank B. Sere, George Dean, Watson Clarke, George A. S. Potts, Joseph Nicholson, L. Macdonald, George Lawrence, William Mable, W. Fisher, W. H. Hayward, Joseph Brown, T. Daniels, Fred Smiles, H. N. Short, S. F. Tolmie, George Tite, J. Wriglesworth, Edgar Crow Baker, C. Flumerfelt, F. S. Barnard, J. Hickey, B. Gordon, Hamish Smith, James Baker, George Russell, W. H. Ellis, James Lemon, J. Muirhead, G. M. Leishman, J. Seabrook and George Magdum. The deputations from this city will be organized for the foregoing list by Messrs. Allen and Musson, never being given the right to replace any of the nominees who may be unable to attend the convention, and their report being made to a special association meeting next Monday evening.

THE FREE ART CLASSES

OF The Canadian Royal Art Union, Limited

Will Re-open in the

MECHANICS' INSTITUTE BUILDING

Wednesday, Oct. 4th, 1899.

The Canadian Royal Art Union, Ltd., of Montreal, Canada, offers free courses in ART to those desiring same.

The course includes Drawing and Painting from still life, models and for Magazines work.

These courses are absolutely free, and application for admission may be made at any time at 238 and 240 St. James street, Montreal.

JERSEY STOCK FOR SALE.

Consisting of two magnificent young bulls, one 18 months and the other 10 months old, light fawn in color; also 16 and 21 lbs. cows; also six females from 1 to 3 years old; also 100 lbs. butter per week; stock; also by the grand young bull, Reginald's Dick St. Heller, whose dam has a record of 21 lbs. butter per week, and their dams are 16 lbs. cows, strong in the blood of St. Helier and St. Lambert. All registered in A. J. C. books.

For prices and terms address S. SMITH, Clivenbrook Farm, Chilliwack, B. C.

FOR SALE To Sportsmen, Farmers, Hunters and Trappers.

The most improved gun, breech loader, just recently patented, Bait Gun, \$24.99 per doz., or \$250 each; sure death to all kinds of game every shot; every gun guaranteed. Territory rights for sale. Agents wanted everywhere.

Sault Ste. Marie, Ontario.

NOTICE.

A general meeting of the Islands' Agricultural and Fruit Growers' Association will be held at the Hall, Salt Spring Island, on Saturday, Oct. 14th, at 1 p. m. to elect new officers and transact any other business.

JOEL A. BROADWELL, Secretary.

WANTED—We will pay \$12.00 a week salary to either a man or woman to represent the Midland Monthly Magazine as a subscription solicitor. The Midland is the same size as McClure's or the Cosmopolitan. It is now in its sixth year and is the only Magazine of this kind published in the great Central West. A handsome premium given to each subscriber. Send 10 cents for a copy of the Midland and premium list to the Twentieth Century Publishing Co., St. Louis, Mo.

WANTED—\$2.00 per day sure, gentlemen or ladies; special work; position permanent; reliable firm, with best references; experience unnecessary. Address S. M. Fry, Field Manager, Winnipeg, Man.

WANTED—By Englishman, age 45, married, experienced with cattle, position to manage a ranch or a dairy store. "H. B." 160 Fort Street, Victoria.

Horrible At

Victoria Woman Brought to Death on the Reserve

Body of the Victim an Inescapable Manner

Appalling Circumstances Surround the Shocking Case

(From Saturday's Times.) One of the most ghastly stories of the history of this province had last night on the part beyond the trestle side of the engine house Railway Company.

The victim was Mrs. J. Fraser, who together with her brother kept a little bakery on nearly opposite the depot Railway Co.

The body was discovered by Officer Walker, viewed by the corner, Dr. Fraser, was removed to the morgue.

The victim left her home about 8 o'clock, a recollection of her brother was in partnership, shopping