

CONDITIONS IN THE STATES.

Those who have been watching the trend of events in the United States are agreed that the outlook for the future of the great republic is the reverse of a cheering one. It has been said that "the outlooker sees most of the game," and it might be expected that the greatest amount of criticism of the causes which are responsible for the deplorable situation in the United States would have been found emanating from those resident outside the confines of that country; yet the reverse seems the case. Many in the United States are thoroughly aware of the existence in their country of evils which threaten the gravest consequences and are not backward in pointing out to their countrymen the dangers which confront them. No more scathing arraignment of those responsible for the lamentable condition which now prevails in the neighboring republic was ever made than that contained in the speech delivered by General Butterworth at the Memorial Day ceremonies at Laurel Hill cemetery, Philadelphia. He said in part:

"The course of all republics has been towards the rocks. Our own is the same, and for the same reason. The theory of our government is that men will preserve that which they prize most highly, but they do not. It is said that the people love liberty and home above all else, and that it would be absurd to say that they would destroy that which makes life worth living. Theoretically that is so. Practically it is not. What relation does the citizen sustain to the government? Let this relation be freely understood. Remember, the law that governs the moral world is as certain and as inevitable as the law of gravitation. Those who offend must pay the penalty not more certainly in the physical than in the moral world. "The republic is in more danger to-day than when Fort Sumter was fired upon. We have plenty of education; but education, unless leavened with morality, simply fits the man to be an expert scoundrel. Our country is in danger because corruption in our politics is as common as elections, and corruption in our municipal and state legislatures is as common as luncheon at noon. In almost every municipal and state legislature there is an organized banditti that demands tribute and 'settles' legislation. We know this to be so. We do not guess it. We all know it. You know it in Philadelphia, and you know it in Pennsylvania. And it must stop, or it will stop the wheels of this republic. "There are too many men who would scorn dishonesty in private affairs who encourage it in politics. Half of the world is going to the devil because no one will shout out loud. The time has come, if the republic is to be preserved, when we will have to rebuke men out loud. Men sneer at morality in politics, but God knows there is hardly enough left in the politics of this country to sneer at. Many sigh and pray for prosperity, and yet they themselves slip up into a belief that prosperity is speedily coming to bless all our homes. But, my countrymen, do not be misled, but think and reason and judge for yourselves. And so thinking and judging, don't you see that before we can bring prosperity back to remain we must remove the cause that drove and keeps it in exile. "Do not forget that the humblest man whose fingers drop a ballot helps to guide the pen that writes the law that makes the right or promotes the wrong. If liberty fails, if the wrong prevails, we, the people, are to blame, for we write the law. "What hope have I for the future? Much hope, but no confident expectation, because I find so many men who for party advantage trample principle under foot. There are so many who have grown discouraged and have quit trying to make our politics purer and better. I find so many who are willing to buy legislation as they buy corn or wheat. I prefer tyranny to anarchy. There can be no true liberty without law, any more than there can be order in chaos, or health saturated with disease. I have confidence in my countrymen. I have less confidence in some who appreciate the opportunity our free institutions secure, but fail utterly to appreciate the responsibility that freedom imposes."

General Butterworth, figuratively speaking, "hits the nail on the head" when he places the responsibility for this unhappy state of affairs on the shoulders of the people. They have the remedy in their own hands, and that remedy will unquestionably be applied sooner or later; but many express grave fears regarding the immediate future of the country if those entrusted with the management of the affairs of the nation fail in their duty to the people and refrain from suppressing the evil influence at work.

THE E. & N. R. CO.'S TERMS TO MINERS

The terms offered by the E. & N. R. Co. to prospectors and miners for the acquisition of the company's mineral rights and the surface rights on lands included in the railway belt are not as favorable as we were at first glance led to believe. When the Times commented on the liberality of the company, it did so upon the supposition that the conditions upon which the price of \$5 an acre was to be paid were not surrounded with stipulations impossible of fulfillment. It was supposed that in relinquishing its claim to all minerals, save iron and coal, and selling to the miner all surface rights for \$5 an acre, that the company would be inaugurating a policy that would be certain to encourage prospecting and eventually lead to the development of many paying mines within the railway belt. But we were mistaken. The price of \$5 per acre is not objectionable, but the terms upon which it is to be paid are so ridiculous that it is safe to say no mining claims will be taken up after they are fully understood by prospectors and those who aid and encourage prospecting in their generally unremunerative occupation.

The company stipulates that one-half

of the purchase money (\$125) is to be paid ten days after recording the claim with the government, and the balance in two equal installments in six and twelve months. That is, a prospector having located and recorded a claim has but ten days in which to ascertain that there is sufficient mineral on the land to justify him in paying \$5 an acre for it. Under the mining laws of the province, the liberality of which might well have been imitated by the E. & N. R. Co., a free miner has one year in which to do assessment work to the value of \$100, which entitles him to hold the claim for another twelve months. After five years, \$100 a year having been expended upon the claim, he receives from the province a crown grant. The company will give ten days and then the prospector must pay \$125, not for the gold and silver, which is his by right of discovery under the mining law, but for the base metals and surface rights only. It is not necessary, surely, to point out that no miner will, without doing some development work, purchase fifty acres of mountain on the mere chance of finding a mine. The risk is too hazardous and the prospector is too poor, and, after many disappointments, too wise, to thus double the risk he is running. Practically the company has increased over a hundredfold the cost of prospecting on its lands. The bad effect of this will be seen almost immediately in the total abandonment by prospectors of the company's lands, for so long as there is plenty of crown land to be exploited no miner will be foolish enough to waste his time in finding mineral which he can never hope to own.

There is, however, apart from the impolicy of the company's regulations, a legal phase of the question which we should like to hear ventilated. We have always understood that under the mining law a free miner could enter upon private property, locate a claim, and, having found bonds satisfactory to the gold commissioner, could develop and work such claim. Is the E. & N. R. Co. not a "private owner" under the mining law, or can that company, by virtue of its extraordinary charter, treat as trespassers miners who have a legal right to take gold and silver on private property? Does the ownership of the base metals give them the right to compel miners to buy land when, under the mining law, said miners have the right to mine thereon for gold and silver upon complying with conditions imposed by the government? Is it not a fact that the effect of these arbitrary and unjust terms, if they are maintained, will be to take away this privilege from the free miner and in reality place the control, if not the ownership, of the precious metals in the hands of the E. & N. R. Co., thus nullifying the recent decision of the privy council?

INFECTION CARRIED THROUGH.

The following paragraph appears in last Saturday's issue of the *Winnipeg Free Press*: "On the 22nd of May a party of Chinamen, who had been quarantined at Victoria on account of smallpox having broken out among them on board ship, passed through this city en route to Boston and other Atlantic ports. John Nutt, C.P.R. passenger agent, met the party at Portage la Prairie, and rode some distance with the celestial emigrants. Yesterday Mr. Nutt was removed to the quarantine hospital suffering from smallpox, which he doubtless contracted while travelling with the infected Chinamen. Dr. Inglis has taken all necessary precautions for the public safety." This should be instructive to those people who consider that the William Head quarantine precautions are too stringent. If so brief a contact with the Chinese was sufficient to infect this Manitoban—and that after the Chinese had been detained for the quarantine time in quarantine—what would have been the result if the regulations had been relaxed as some people insisted upon? The answer is not at all hard to supply. Let doctrinaires, wiseacres and steamship owners say what they please, the public will not be likely to consent to any relaxation of the quarantine precautions now observed.

THE RAILWAY MUDDLE.

If anything can be done to secure the commencement of the Coast-Kootenay road and protect British Columbia interests from the danger threatened by the dispute of the two rival companies, it is to be hoped that no effort will be spared towards that end. The difficulty into which the people have been led is directly due to the trafficking in charters and subsidies which has grown up, and if it would only lead to the complete abolition of that practice its net results would not be so much deplored. We must say, though, that it is peculiarly instructive to find men and journals now moralising on the evils attendant on such traffic who have condoned them for years because the traffic was carried on under the aegis of their political friends. At Ottawa under the successive Conservative governments and at Victoria under the late and present administrations, the game of charter and subsidy grabbing has flourished notoriously. This threatened deprivation of needed railway facilities is one of the fruits which the public might reasonably have expected. To those who care only for the public interest and object to that interest being made a shuttlecock by rival railway promoters the situation is a most regretful one. We do not know that anything can be done to relieve it in the immediate future. What should be done, if it is possible, is to kick the whole of the rival promoters overboard and begin de novo, proceeding on such

lines as would secure the building of a road through from Kootenay to the Coast that would be under public control.

THE SOAP DUTY.

It is easy to make mistakes in regard to the tariff operation—often by those who are personally interested. Mr. Pendray has been credited with stating that the preference accorded to British goods by the Fielding tariff would prevent him carrying out the intention he had formed of extending his soap works in the near future, since there would be too narrow a margin of protection left him by that arrangement. The duty on soap—the common or laundry class—is left at a cent per pound, as in the Foster tariff, but the preferential clause provides for a reduction on British goods this year of one-eighth and next year of an additional eighth, which would ultimately leave the duty at three-fourths of a cent. This, it has been said, is not enough margin of protection for a soap manufacturer in this province. Now the fact is that at present the duty on soap imported from Britain is only three-fourths of a cent, and that it will not be made any lower by the preferential clause in the new tariff. The reduction has been made through the agency of the French treaty, which was concluded by Sir Charles Tupper under the late government's authority. When that treaty was arranged the soap duty was 1½ cents per pound, but the treaty provided that soap, among other articles, imported from France should be admitted at half the regular rate, therefore the duty on French soap was fixed at three-fourths of a cent per pound while the treaty is in force. No preference could be given French goods over articles of a similar class from Great Britain, and so it happens that the duty on British soap is three-fourths of a cent, to which figure it would not have been reduced by the preferential clause until next year. If Mr. Pendray's enterprise is to be checked it will not be by the Fielding tariff but by the treaty concluded with France under the Conservative regime.

THAT DEAL AT OTTAWA.

The dispatches from Ottawa relating to a deal between the promoters of the Vancouver, Victoria & Eastern and the Columbia & Western railways are not pleasant reading. Until all the facts are known and both sides have been heard it would be premature to pronounce judgment. The secret agreement, which was subsequently repudiated, may have been strictly honorable and, under the circumstances, in the interest of both railways. It will probably be found that the negotiations were conducted solely with a view to the consolidation of interests, in order that the antagonism which threatened to defeat both projects would be removed and the combined company might go to the government strong and united. It is incredible that any individual, or any number of individuals, who have reputations to lose, would secretly combine to advance private interests by the abandonment of a project of which they were but custodians on behalf of the public. That such a view of the unseemly negotiations is entertained by many is unfortunately only too true, but the facts will, we sincerely hope, show that it is without foundation.

HUDSON'S BAY ROUTE.

There is much conflict of testimony in respect to the Hudson's Bay route, a rather remarkable fact when it is borne in mind that the bay and the straits have been more or less frequently explored for a century and that expeditions have been sent for the special purpose of determining their navigability. That they can be navigated freely enough to suit the purposes of the Hudson's Bay Company's fur trade, a number of transient outside traders and the whalers is beyond doubt, but whether the route is so unobstructed that a regular ocean line of steamers can use it is another question. That question the present expedition to the bay is expected to answer more or less completely, and a great many people—particularly those in the West—will rejoice if the answer be favorable to the route. Meanwhile, we have said, there is a conflict of testimony. Several intelligent and disinterested observers are thoroughly convinced, from their own and others' experience, that the route is entirely feasible. Others are equally pronounced against it. Among these is Roderick Campbell, F. R. G. S., who writes as follows to the *Canadian Gazette*, and whom we must suppose to be also a disinterested critic:

"I wish 'A Canadian Correspondent,' writing on this subject in your last week's issue, has 'defined his position.' Some nine years ago I depicted in this journal my experience on board the ship 'Prince of Wales,' in the year 1889, and this was complete interpretation, for the first three weeks in August, in fields of ice of immense thickness, filling the whole strait from Cape Oudleigh and Resolution Island, to Cape Mudge and Southampton and Mansfield Island, at the other end of the strait in the bay and Beaufort Sea to the north. This is both true and natural, as the strait is not only narrow, but crookedly crooked, harboring numerous islands, and the only outlet from the largest inland sea in the world. Only those who have known this route from personal experience are in a position to really long to see it in the present project. This Canadian correspondent, however, advances the marvellous proposition that 'Winnipeg is nearer Liverpool, via Hudson's strait by some 550 miles than it is via Montreal.' Further, that 'the land haul from Winnipeg to the mouth of Nelson

river on Hudson's Bay, is 750 miles shorter than that to Montreal.' As to this I beg to ask whether the shortest will benefit without certainty of progress? And, secondly, whether it is not a fact that the land haul from Winnipeg to the head water navigation of Canada, on Lake Superior, is very much nearer than it is to the shore of Hudson's Bay? 'Three great advantages,' he further adduces, viz.: 'shortness, smoothness and coolness.' The first of these I have partially dealt with, and what I have left, the coming trans-Atlantic vessels of over twenty knots an hour on the St. Lawrence route from port to port will amend. And so for the other two, let me assure him that he never wrote inconsciously or not-truer words in his life. After the vessel is safely fixed in an ice-pack, there will, indeed, be abundance of smooth water and coolness around that locality."

GOOD TIMES COMING.

Observant men in British Columbia are agreed that the outlook for the future of the province never was brighter, and the people as a whole are confident that an era of unexampled prosperity will speedily be ushered in. It is true that British Columbia possesses peculiar advantages over the other provinces of the Dominion. The exploiting of her vast stores of mineral wealth and the consequent large influx of people from far and near, together with the construction of the Crown's Nest Pass railway, are bound to give an impetus to trade in this province that will be lasting in its effects. Occupying as we do then this exceptionally favorable position, it is mildly surprising to learn that the people of Canada generally are optimistic in the highest extreme regarding the future of the Dominion as a whole. Not that we have had any doubts regarding Canada's future; on the contrary, we have all along contended that the Dominion only needed good government to restore prosperity. But we hardly anticipated such a speedy recovery from the long season of depression that has prevailed in this and other countries as that predicted by those most competent to judge of the outlook. Here is what the *Toronto Economist*, a journal devoted to the interests of trade and commerce, and particularly well fitted to speak with knowledge on the subject, says:

"Prospects for business in Canada have not for many years been so promising as they are now. If it is not too early to speak with confidence of the country, it might be said Canada's cereal production this year will be the most plentiful in our history. There is not a banker nor merchant in the country but knows what that would mean to trade. It would mean barrels of money in circulation, and better times throughout the country. Now that we have had a supplementary budget dealing with the tariff, all difficulty concerning duties has been bravely tided over 'til next session. But it is a pity that the question of the future of the tariff, a fundamental schedule must be left in abeyance, for this preferential proposition seemed to us the initial step in the evolution of a scheme under which the British colonies would make as much progress in five years as they have in the previous twenty."

"There has been talk of closing factories, but it appears now, it was for the moment a mere object of adjusting business to the new tariff conditions and we now hear of preparations for the establishment of another great cotton mill. Our merchant marine is busy with all the freight it can handle and Mr. Mills, the weight of the machinery is about 15 tons. The Indian George, who had a preliminary trial before C. A. Phair, J. P., at Lillooet, last Monday, was acquitted of any charge of murdering a Chinaman near Lillooet a few weeks ago. J. W. Burr spent a few weeks investigating the case, and had witnesses from all over the district, and it was found by all that the Indian would be sent up for trial. "A hydraulic plant complete for the Cunningham creek properties, near Barkerville, arrived on Thursday at Ashcroft. It is rolled and marked ready to be put together quickly. Also for Macreynolds and Taggart of Snowshoe creek a fine hydraulic plant has arrived. Both of these plants will be forwarded as rapidly as possible. There is now a large amount of freight on hand at the Ashcroft warehouses. "The new ditch on the mine at Keefeers, together with about 2,000 feet of fluming, is complete and the water has been turned through. It is as good a ditch and flume as has been made in this section. The flume is three feet wide, the ditch four feet on the bottom and 15 inches deep. If there are not unexpected delays the mine will be in operation before the 1st of July. "Manager Ward, of the Horse Fly Gold Mining Company, is reported as cleaning up his affairs, and the results of the first run are good. He is to be congratulated. The first hydraulic elevator in British Columbia works lighted with electricity and all running smoothly. We hope the results of the wash-up will meet the anticipations of the stockholders, and from the present outlook it seems highly probable. Mr. Ward has stayed by the Horse Fly country many years and deserves success. "H. C. Rayson returned the first of the week from a trip into the Horse Fly country, and speaks in glowing terms of the mining operations being prosecuted there. At Ward's property both elevators are working day and night, and the whole thing is a grand success. At night the place is lighted by electricity, five lamps of 200 candle power each, which makes the camp light as day. A wash-up was to take place early this week and it is expected that the result will speak for itself. At the Horse Fly mine the mill is almost completed, and when finished will be a fine piece of work. The foundation is of solid rock and concrete. Work on the cement tunnel is in about 400 feet. When actual work commences on the cement, it is expected that at least forty tons a day can be put through the mill. At the celebrated Chahoo mine work is going steadily, and the water this season has been pretty good, and no accidents have been encountered to stop development. It is expected that a wash-up will take place about June 17th, and will probably amount up pretty good. If water is plentiful and things go along well, Mr. Hobson will make a

900 DROPS

CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

INFANTS, CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Range of Old Dr. J. C. Fitcher

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Sleep.

Fac Simile Signature of

Chas. H. Fitcher

NEW YORK.

At 6 months old

35 DROPS - 35 CENTS

EXACT COPY OF WRAPPER.

SEE THAT THE FAC-SIMILE SIGNATURE OF

Chas. H. Fitcher

IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

Castoria is put up in one-size bottles only. It is not sold in bulk. Do not allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of *Chas. H. Fitcher* is on every bottle.

British Columbia.

SALT SPRING ISLAND.

The sloop Eileen left for Victoria on the 19th inst. for a cargo of groceries. A fine two-story cottage, 30x40, is being built at Vesuvius Bay for Mr. C. J. Bittancourt.

There are three new cottages for rent at Vesuvius Bay on easy terms. Vesuvius will be hereafter known as the Vesuvius Bay village. The new building is built on the ground of the old one, which has carried on business since 1873 under the management of Mr. C. J. Bittancourt.

ASHCROFT.

R. O. Mining Journal.

The Cariboo mine began washing up on the 15th. Reports vary as to the probable results, the estimates being from \$40,000 to \$100,000. It will be the result of nearly two months' run, and will likely be not far from \$75,000.

A cartload of machinery consigned to Quesnelle Forks is at the depot. It consists of a complete set of machinery for sinking to a depth, raising the core so that it can be told whether or not gold is found. It is for use on the old South Fork channel on the ground owned by Mr. Mills. The weight of the machinery is about 15 tons.

The Indian George, who had a preliminary trial before C. A. Phair, J. P., at Lillooet, last Monday, was acquitted of any charge of murdering a Chinaman near Lillooet a few weeks ago. J. W. Burr spent a few weeks investigating the case, and had witnesses from all over the district, and it was found by all that the Indian would be sent up for trial.

A hydraulic plant complete for the Cunningham creek properties, near Barkerville, arrived on Thursday at Ashcroft. It is rolled and marked ready to be put together quickly. Also for Macreynolds and Taggart of Snowshoe creek a fine hydraulic plant has arrived. Both of these plants will be forwarded as rapidly as possible. There is now a large amount of freight on hand at the Ashcroft warehouses.

The new ditch on the mine at Keefeers, together with about 2,000 feet of fluming, is complete and the water has been turned through. It is as good a ditch and flume as has been made in this section. The flume is three feet wide, the ditch four feet on the bottom and 15 inches deep. If there are not unexpected delays the mine will be in operation before the 1st of July.

Manager Ward, of the Horse Fly Gold Mining Company, is reported as cleaning up his affairs, and the results of the first run are good. He is to be congratulated. The first hydraulic elevator in British Columbia works lighted with electricity and all running smoothly. We hope the results of the wash-up will meet the anticipations of the stockholders, and from the present outlook it seems highly probable. Mr. Ward has stayed by the Horse Fly country many years and deserves success.

H. C. Rayson returned the first of the week from a trip into the Horse Fly country, and speaks in glowing terms of the mining operations being prosecuted there. At Ward's property both elevators are working day and night, and the whole thing is a grand success. At night the place is lighted by electricity, five lamps of 200 candle power each, which makes the camp light as day. A wash-up was to take place early this week and it is expected that the result will speak for itself. At the Horse Fly mine the mill is almost completed, and when finished will be a fine piece of work. The foundation is of solid rock and concrete. Work on the cement tunnel is in about 400 feet. When actual work commences on the cement, it is expected that at least forty tons a day can be put through the mill. At the celebrated Chahoo mine work is going steadily, and the water this season has been pretty good, and no accidents have been encountered to stop development. It is expected that a wash-up will take place about June 17th, and will probably amount up pretty good. If water is plentiful and things go along well, Mr. Hobson will make a

record with the Cariboo mine. Senator R. H. Campbell has his shaft now down over 200 feet, and has struck gold per gravel, and it is expected will strike a rock very soon. The senator is working in the centre of the old river channel. Work is going on steadily, and everything is being well done, and the success of the work is assured.

PORT STEELE.

Port Steele Prospector.

It is reported that the placer ground worked by the Chinamen on Wall House is paying \$10 per day to the man, but they are not getting it. J. H. Hill reports a discovery of gold bearing rock on Gnat river. Three claims have been located and the vein is six feet in width. The mine is in the corner stone of the new church at St. Eugene Mission was accomplished in a most successful manner, together with very impressive services.

We learn that a Victoria syndicate are completing the necessary arrangements for the working of the Vicer ground on Palmer's Bar. A large strike was reported on Elk river last week, and many prospectors are in that vicinity searching for copper ores.

Mr. McKinsty has struck a fine body of galena on the Big Dipper claim, which is situated about half a mile west of the Sullivan group. Mr. McKinsty sank a shaft through the old wash to a depth of 30 feet, where he found galena, and the bottom of the shaft is in silver ore.

Messrs J. H. Jennings and W. Mills have made a strike of cube galena about six miles east of the St. Eugene group of mines. The ledge at present is about two feet in width. Five claims have been located, and the discovery of these claims is another proof of the immensity of the silver-lead belt running through the Selkirk.

On Monday Inspector J. A. Thompson and Capt. Armstrong arrived at Port Steele. The inspector immediately proceeded to inspect the boiler and engine of the boat, and found them in excellent condition. The inspection of the rest of the boat resulted in finding everything in a similar state of affairs.

On Thursday, June 3, Messrs. Rod, Delman, Walz, Tuono and Boscio left Port Steele on a prospecting trip. With about 12 miles from Steele, in the vicinity of Luke creek, they came upon the workings of Messrs. Robinson and Greenman. The sight of a small amount of galena excited them, and they all terminated to prospect in that neighborhood. They followed the surface indications for some distance and found a small body of quartz. In breaking up a small body of quartz galena was exposed. Two claims were immediately located and prospecting work continued, resulting in the finding of 12 feet of ore upon the extension of the first claim. The claims located are about five miles southeast of the North Star, and the tread of the lead is in a direct line to that group of mines. There is a rich cube galena and assay returned as follows: Silver, 16 oz; lead, 79.10 per cent. The lead has been exposed by an open cut 40 feet in length and has been traced for a distance of five claims.

MANY FATALITIES.

Earthquake and Storm Cause Great Loss of Life.

Sims, June 19.—It is announced that over 6,000 lives have been lost by earthquake disturbances which recently visited the province of Assam. Paris, June 19.—The Gaulois says today that twenty persons were killed and eighty injured in the cyclone which swept over the villages of Besons, Ambos and Anshieres.

Antwerp, June 19.—Seven fishing boats have been lost with their crews, and 20 fishing boats have been lost at Scheveningen, on the Dutch coast.

The Vendome Hotel Co. is a corporation which has just been registered with a capital of \$10,000. They propose to erect and operate a first-class hotel at Rossland.

VICTORIA

Twelve The

Vancouver Lact

Citizens and Flock

Steamboat sands

From Monday there are several thousand to come, have entered into the carefully planned Her Majesty's Diamond Jubilee service. They were all singing they gave themselves making. So far the we the carnival, the show and the Sunday evening dust and made the air to be pleasant.

The crowd at the Hill yesterday afternoon (estimated at from ten to 15 thousand present. Of not see what was going on, but could not get a clear view of the parade, but they could be seen by the massed Regiment and H. M. S. The massed choirs of the leadership of Bannan. The scene was a great selected on which to be being an ideal one. In foot of the hill, on which people were gathered about 15,000, and the view of which were the parties vices.

First to arrive on the general public of the early to get good position citizen soldiers from V. Lieut-Col. Worsnop. The battalion's bugles. The order was given later the Victoria battalions arrived. The a square and made it. The band of H. M. S. Hall and marched to the by the band of H. M.

THE PROCE

The Various Societies.

Fully a thousand Officers, Sons of England, St. Orangemen, Knights of St. Andrew's society, Sir William W. members of other societies below and all giving service at Beach crowd thronged the side with much interest. The lengthy procession was a most interesting to the friends, sisters, etc. there to see all that was standing in the route the rear of the Canton monumental part of the two hilltop Chinese, by discussing the beauty and grandeur of the danger of being to Marshall Mr. T. Brad on his spirited bay he marshalling his forces.

Soon after the hour of 2:30 formed on Yates extending from Quadr distance below and all bury gave the word: George, the leading so the band of H. M. S. marched and marched recovered down the cent each society following in procession progressed the long line of society gulls and uniforms the lore, Union Jacks, Roy the banners of the a prading. There was, head of the procession Jack. The order in was paraded was as follows: George, Loyal Orange I. Knights of Pythias, P. toria Lodges, St. Andrew's Society, St. Andrew's Society, The Scotch Society, their pipe, W. A. A. Highlanders, and all following these societies following the Canton Mill the suburban city lod in their bright uniforms and buttons and the eve Their plumed hats all