

THE NEW POLICY.

We knew it would come out. At the risk of being sneered at because of our "smartness," we may say we have been looking for it ever since the Colonist denied most solemnly that it had ever said the government was preparing a new policy. The old policy tree is all right. All it needs is a little pruning and trimming when it will bring forth fruit meet to lull the electors of Victoria into slumber for a few more years. "The Colonist is informed that a syndicate composed of British capitalists of high standing in the financial world of London is prepared to submit an offer to the provincial government for the early construction of the Coast-Kootenay railway. The syndicate is possessed of means to undertake the work and push it to completion as fast as men and means can accomplish the building of the road, but it is understood that certain conditions of the loan act passed at last session are unsatisfactory, and before signing a contract it would ask that these be modified. The objections, it is stated, are to the clause governing the percentage of gross earnings payable by the company to the province, which is considered too stringent, the members of the syndicate holding the view that the percentage should be paid out of net earnings after all charges of management and maintenance were deducted. There are other provisions of the act which are considered objectionable, and the proposal will suggest that they be reconsidered." This is the preliminary announcement. When our esteemed contemporary gets its imagination worked up to the proper tension the electors of Victoria will behold such a word picture painted from this tale that they will go forth and put the government candidates in at the bye-election almost by acclamation. But we would counsel that no time be lost. It is not always wise to give too large opportunities for reflection. For a good many years there has been no election contest held in Victoria without a railway scheme being mixed up in it. The British Pacific was good for two or three. It was a potent factor in its preliminary stages, while in its latter end, when the first sod was actually turned and workmen went forth to commence the grading operations, it saved the day for Mr. Turner. That astute political personage, Mr. Joseph Martin, knew the string to play upon a government man to Kootenay. The vote he and his candidates received in Victoria and Vancouver showed that he and his policy would have been stronger factors in the fight if his cabinet had been taken seriously by the electors. What development has resulted from the innumerable railway schemes that have been put forward at election times, not possibly as deliberate bribes, but certainly with a great deal of insincerity? The tin-pan ferry which is so despised by the head of the government seems to promise something on its own account besides forcing the hand of the Canadian Pacific. That is more than can be said of any of the propositions which the different governments have put forward with such a fan-fare of trumpets. Will the sucker gobble the bait again? We should not be surprised.

But it is a new policy, after all. The Premier has repeatedly declared that there is no virtue in railway competition. Some of his most intimate supporters said in the House with his approval that the Canadian Pacific was the only company that was capable of maintaining and satisfactorily operating the Coast-Kootenay road. The leader of the then opposition said the same thing. The supporters of the government who advocated an independent line, knowing the sentiment of the community, were told that the administration had to secure support elsewhere and was indifferent to their opinions. Mr. Wells has from the first been a candid friend of the C. P. R. Everybody knows at whose service the talents of Mr. Eberts always are. It is safe to conclude that Mr. Prentice's views will coincide with those of the majority. So it is either a complete somersault on the part of the government or a blind in which the large hand of the C. P. R. plays a prominent part. Will such continued twisting and squinting be any wonder that people have become cynical in mood and sneer at the mention of the names of politicians and the elaboration of their policies? If Mr. Dunsmuir's one purpose is to serve the province and do it good, guiding it from the pitfalls prepared by self-seekers and schemers, why does he change his ground so often? The policy which was in the interest of British Columbia last year cannot be detrimental to such interests this year. Can it be possible that the Premier is afflicted with the weakness of committing to most men in political life, and is ready to sacrifice principle for the sake of a few years of power? The first act of a genuine business government, indifferent to all but the welfare of the country, would be to fill the vacancy created by the resignation of Mr. Turner, instead of waiting till the last moment and elaborating a policy calculated to influence public opinion. Governments of integrity trust to their records to sustain them when they appeal to the people. It follows that the Premier has fallen from the pedestal of idealism which the Colonist placed him, or he is following the advice of men who know a wrinkle or two in political tactics. There is no denying that the government is technically within its rights in withholding the election here until it considers the time opportune, so long as the new member takes his seat at the

opening of the House. The proposal to postpone the assembling of the members for the dispatch of business is another matter. In any but a business government of unimpeachable integrity the cynic might ascribe to it to doubt as to the boasted strength of the support the administration could rely upon in a crisis. The shirking of responsibility on the part of the government may mean the assumption of responsibility by the Lieut.-Governor.

WAIN'S LATEST STAGE.

The manner in which the war in South Africa has been conducted by the British is a guarantee that there will be no regulations which are thought necessary in its last stages. The decrees have been issued in no spirit of retaliation, although the records as prepared by witnesses of probity and fairness attest that we have abundance of excuse for dealing with certain of our enemies without mercy. The idealist of the British authorities, we understand, is to bring home to the minds of some who have been misled by the policy of leniency hitherto pursued the tremendous responsibilities they assume in taking up arms against the government to which they have sworn allegiance not once but many times. Their example encouraged others and it had become an exhilarating pastime with a considerable number of men to take up rifles and go stalking British soldiers when the time hung heavily on their hands, laying their weapons down again when a time for the exercise of discretion arrived. That sort of thing had to be brought to an end for the sake of both sides. If the secret of the enemy's source of supplies of ammunition and provisions could be discovered as the mystery of his extraordinary abundance of men has been dissipated, we should be able to look forward to the end of the war with confidence. The Boers surely cannot have had rifles, ammunition and supplies enough hidden to last for two years. It would be impossible to believe such a thing of a people presided over by a man whose chief end and aim in life was peace. We are told that he actually discontinued retaliation against the British on account of the measures they propose to take against those who have broken faith and every canon of humanity and honor. Was this sincere or was it a posing act, knowing that the game is now entirely in the hands of the British?

THE PUBLIC HEALTH.

There always have been, and there probably always will be, a large number of people in the world of a sceptical disposition. In different people this inherent scepticism exhibits itself in different forms. To those who have chiefly to do with and consider the things of this world, the most interesting, because the most incomprehensible, class is the one which is imbued with unbounded faith in the power of the unseen while absolutely refusing to accept evidence which, to what we are in the habit of calling a normal mind, is absolutely convincing. Whether we accept or reject the Bible revelation as to the origin of man, his fall and condemnation to a life of toil, we all know that life is a struggle and battle, the earth yields her increase abundantly only to those who apply themselves to her assiduously. Now that men have organized themselves for self-protection the responsibility of the individual has to a large extent ceased. But the race did not rest after it had brought itself into a rational mold in that one direction. There were enemies to be encountered outside of human and wild beast circles. The average length of life was greatly reduced through the ravages of disease. The more thoughtful of the race perceived this and began to study the phenomena thus presented. It took centuries, probably, to find out that infraction of nature's laws was the chief cause of nature's visitations. Since the realization of the truth that prevention is better than cure there is no likelihood of another plague visiting London and slaying its tens of thousands. Sanitary science has accomplished marvels for humanity. It has reduced the death rate in the cities which man has insisted on creating to something like what would be considered normal in natural conditions. Medical science has attempted more, but whether it has accomplished more is not for any layman to say. There are few doctors, we believe, yet ready to maintain that it has been reduced to an exact science.

A storm of controversy has raged around Jenner's discovery almost since the day vaccination was advanced as a preventive and an alleviator of smallpox. There are individuals who deny its efficacy in spite of all the data that have been collected to prove they are prejudiced and mistaken. It is a subject of special interest to us on this coast because we are within the permanently affected belt. Ships arrive from the Orient at the rate of more than one a week, and our immunity depends to a large extent upon the vigilance of the medical men at the quarantine station. Apropos of this subject, it will be interesting to note the results of experience in a country where vaccination is made compulsory by law, and is therefore unusual as compared with the state of affairs in the same country before this law went into effect, and in other countries where vaccination was not compulsory. The German vaccination law, which requires the vaccination of children and

all other persons at stated periods, went into operation in 1875. The following figures show the comparative smallpox mortality per 100,000 inhabitants in Prussia before and after the law went into effect, and also in the last column the smallpox mortality in Austria, which had no compulsory vaccination law during the period indicated:

Table with columns: Before, After, Austria. Rows show mortality per 100,000 inhabitants for years 1865-1874 and 1875-1884.

But smallpox rages chiefly in the cities. Therefore a comparison of smallpox mortality in the German city of Dresden after the compulsory vaccination law went into effect with that in the Austrian city of Prague, where there was no compulsory vaccination during the same period, is still more decisive:

Table with columns: Dresden, Prague. Rows show mortality per 100,000 inhabitants for years 1875-1884.

To the rational mind these figures would seem to afford convincing proof of the efficacy of vaccination as a preventive of the smallpox contagion.

UNDULY SENSITIVE.

Our esteemed contemporary says in its haste that the pronoun "his" for a paragraph printed in the Times and taken from the Nelson Tribune must refer to Mr. Dunsmuir. The Colonist is extremely sensitive about the political honor, integrity and dignity of Mr. Dunsmuir. The Premier is not the only Mr. His or Hm in political life in British Columbia. As a matter of fact, the article under "His Latest Position" was printed for the purpose of showing up the vagaries of another prominent member of the legislature, Mr. Houston. We know where the member for Nelson started from on his political peregrinations, but we cannot understand his present position and we are full of curiosity as to where he will bring up. He was very much inclined to support the government at one time, was sure Brown would carry New Westminster by a large majority, and the annihilation of McBride and Smith Curtis, and said one thing, needful to make the government all right was the "firing" of Wells and the swearing into the council of two capable men from the interior. The result of the vote in the Royal City at must have convinced the Tribune that it was on the wrong track. It may be that the portfolios were not offered to the right parties from the interior. At any rate, it has a very mean opinion of the government now, and says so in language which cannot be misunderstood. We would not advise the Colonist to say nasty things about Mr. Houston, however. No man knows, not even an editor, what a day may bring forth in the political life of British Columbia. Even the members who think they know where they stand now may have occasion to change their minds before the first division is taken.

PILVILEGES OF MILLIONAIRES.

Some people say millionaires have their troubles just like men who have to "oil and mool" from one week's job to the other. If so it must be because there is something planted in human nature to prevent mortals from becoming too thoroughly satisfied with themselves and their surroundings. There are said to be men who think they are all right, there are men who look as if they think the work of nature in their cases is well high perfect, but they are not all millionaires. There are some compensations for the mistakes that have been made in arranging the affairs of the world. It is said Carnegie would give all his possessions for the privilege of beginning life over again, although he must be convinced that the chances are greatly against his rising to his present state of affluence. A few years of life are worth a great deal in the estimation of the Scotch millionaire. If Colquhoun were permitted to express an opinion to-day probably he would endorse the sentiments of Andrew. But our moralists have carried us away from the point—the privileges of millionaires. All the world knows they are privileged to go about the world with no thought of the morrow in the narrow human sense of bothering about food, clothing and lodging. They may enjoy the distinction of striving to win the America Cup, of building libraries, endowing seats of learning, or amalgamating "works" or shaping the course of industry according to their several inclinations. But the greatest privilege of the millionaire is to have his religion fashioned or modified after his individual taste, inclination or position. Rockefeller is the man to first set the clip in this special departure in the lives of the millionaires. The church which he honored by condescending to bow his head in called a minister who had been preaching for some time in Toronto and had inhaled there democratic ideas. Mr. Eaton had always been outspoken on the subject of the responsibilities of man to his brothers, and especially of the duties which owe to themselves and their fellow-men. Some curiosity was expressed at the time of the translation of the preacher

as to the manner in which he would square his utterances in Canada with the peculiar circumstances of his new charge. There was no attempt to do any squaring. The preacher proclaimed the truth as he understood it, and the millionaires left him to his work. Rockefeller will worship with the common herd no longer. He has secured a young man who under his special instructions will be taught to preach smooth things. In other words, he has purchased a private "spiritual adviser," who will guide him to Heaven by easy stages and without any vulgar annoyances, such as references to duties and other matters which concern only those who have to work for a living. It is understood Mr. Rockefeller has not yet made up his mind whether to enter the abode of the blessed in company with the vulgar throng or order a special place to be set apart for the enjoyment of his private bliss.

It has been asserted in some quarters that New Zealand is inclined to retreat from the advanced position she occupies as a social and industrial experimenter. It is not true, however, that there appears to be any intention of repealing the compulsory arbitration of labor disputes law. It is admitted that advances have been taken by workmen of certain provisions of the law to keep in mind a perpetual condition of unrest, but it is also held that these defects can be overcome by amendments. Not only will the law remain in force, but the new Commonwealth has had a commission examining its operations with a view to the introduction of a bill on modified lines into the federal parliament. As has been pointed out on several occasions by the Times, while there is no doubt something in the contention that the act of an arbitration court can compel men to work to get a profit, the chief thing is to get a pronouncement upon the merits of an industrial dispute. Public opinion is the potent factor in all such controversies. If a competent, regularly appointed court decided that strikers occupied an unjustifiable position they would be condemned by public opinion if they did not go to work. Men who took their places in the event of their refusal to be sustained in their action would be prevented from taking advantage of a possible glut in the labor market to force the wages of their employees down. Possibly these are the advantages that ought to Australian and New Zealand legislators.

The Colonist says the line for the continuation of the Island railway to Cape Scott or therabouts "has been surveyed throughout, and Mr. J. H. Gray, C. E., has put the cost of the portion from Campbell to Fort Rupert, which is the longest and most expensive portion, at an average of about \$14,000 per mile." If this estimate be reliable why ask a bonus of \$10,000 a mile from the Dominion government in addition to the \$4,000 a mile grant offered by the province? The lands of the E. & N. company will be greatly enhanced in value by the construction of such a road, while the profits of the company over and above the cost of the road should be augmented considerably by the additional business that should be created.

It is understood there will be a large deficit shown as the result of the operation of the Intercolonial railway for the past year. A large sum was spent in equipping the line with new, modern rolling stock. Its trains are now said to be second to none on the continent. If Mr. Blair cannot make the line pay now that it is practically part of a through system and in a position to compete for business on equal terms with the other roads, it will be a severe blow to the aspirations of those who are so enthusiastic over government-owned monopolies and quasi-monopolistic concerns of all kinds.

Even Mr. Martin, who has probably had more of the excitement which gives zest to life out of the manner in which we choose to conduct our public affairs than any other individual, says he is in favor of party lines. Conservatives are not particularly frank on the subject just now, eager as they were for such a division at one time.

Sweden has 2,903 miles of government and 4,387 miles of private railways. The government has not yet succeeded in acquiring the latter, although efforts have been made to do so.

Homemade Mats and Rugs at the Fall Exhibitions and Fairs.

The autumn exhibitions and fairs held in the various towns and cities of Canada this year, demonstrate the important fact that the ladies are deeply interested in the making up of pretty rugs and mats for bedrooms, dining-rooms and parlors. We had the pleasure of examining some beautiful specimens of home work which commanded the attention of all visitors. In every case these pretty floor ornaments were made from rags, yarns and other materials colored by the popular Diamond Dyes. Thousands of ladies are now engaged in the working of one or more of the artistic designs of the manufacturers of Diamond Dyes. If your dry goods dealer has not yet put in a stock of Diamond Dye Mat and Rug Patterns for your convenience, send your address to The Wells & Richardson Co., Limited, 200 Mountain street, Montreal, P. Q., and they will mail you free of cost their sheet of designs.

PILOT LE BLANC RECEIVES CENSURE

VERDICT IN INQUIRY INTO ISLANDER LOSS

Charge of Intemperance of Officers Not Proved—Rush to Boats Resulted in Loss of Life.

This morning the commission appointed by the Dominion government to investigate into the circumstances surrounding the loss of the C. P. N. steamer Islander handed down its decision, in which Capt. Le Blanc, the officer who was on the deck of the steamer at the time she struck the iceberg in Stephen's Passage off Douglas Island on the night of August 15th, is censured.

The commission, which consisted of Capt. Gaudin, chairman, and Captains J. G. Cox and J. A. Thomson, assessors, began its labors on the 4th of September. The widest scope was given the proceedings in order that all the details of the terrible calamity in which so many best lives might be brought out. Two lawyers assisted in the conduct of the inquiry, E. P. Davies, of Vancouver, having been engaged to represent the company, and later E. V. Bodwell, the government. The result was that each witness appearing was subjected to a cross-examination, so that few facts, if any, relating to the sad event could be concealed. Witnesses were brought from the American side to testify in the case, and the inquiry extended over many days.

The finding of the commission is as follows: After carefully considering the evidence given at the investigation ordered to enquire into the cause of the wreck of the steamship Islander in Stephen's passage, near Douglas Island, Alaska, we find:

First: That the Islander was a steamship of 1,495 tons gross register tonnage, built of steel at Yoker, Scotland, in 1888; that the vessel was fully equipped and manned with a crew consisting of 65 persons; was in a thoroughly seaworthy condition previous to the accident; that her equipment was complete in every particular according to the regulations of the "Canadian Steamboat Inspection Act"; that her officers were qualified to fill their several ratings; that the crew in the different departments was sufficient in number to ensure the safe navigation of the ship and the safety of those on board.

Second: From the evidence of the crew and experts it appears that the ship was navigated in the manner and custom generally adopted in the trade of light-freighted individual lifted two-ton boats, and that the vessel was under the command and pilot. That the master had no special instructions relating to the navigation of the vessel from the agent and discipline of the crew was entirely left to him.

Third: That the Islander left Skagway, Alaska, on the 14th of August last, about 7:30 p.m., and was totally wrecked at about 2:15 a.m. on the 15th of August, 1901, by contact with some unknown substance (presumably ice) which very much submerged, sinking in deep water in less than twenty minutes after the collision, and resulting in the loss of the lives of the master, 16 of the crew, and 25 passengers (of whom two were children).

Fourth: It does not appear from the evidence adduced that the master realized the imminent danger in which the accident placed the ship, hence the lack of prompt and resolute means in arousing the crew and passengers who were asleep in the cabins, in placing an officer and crew to each boat, and enforcing discipline in the boats.

Fifth: Whilst due praise must be awarded to those of the officers and crew who remained by the ship until she sank under their feet, and for assisting so many of the passengers to reach the boats and other available means of preservation as presented themselves, we cannot ignore the fact that there was an unpardonable lack of appreciation of the existing danger to their fellow passengers shown by those in the boats regarding the rescue of others who, for want of an opportunity, had not been able to avail themselves of a chance of boarding the boats before they left the ship's side.

Sixth: Whilst admitting that the vessel was generally navigated in a careful manner, we find that no special instructions had been issued by the master to the pilot, or person in charge of the deck, when he left the bridge, relating to the navigation or speed of the vessel in the event of falling in with floating ice—which was not unexpected in the locality through which the ship was passing. We think that Pilot Le Blanc is open to censure for his action in keeping the ship full speed—at the rate of nearly fourteen knots an hour—after having seen floating ice some ten minutes before the accident.

We would also condemn the custom apparently in vogue in coast waters in leaving the bridge of any steamer at night, and more especially a passenger steamer, in charge of only one officer. We also find that there is no proof in the evidence before us that the loss of the Islander was due to the intemperance of the master or officers.

JAS. GAUDIN, Commissioner. JOHN G. COX, J. A. THOMSON, Assessors.

THE NAVY LEAGUE. Naval Reserve Will Be Drilled on the Warships Pending the Stationing of a Training Ship Here.

The members of the Navy League here are gratified with the prospects for the organization of a naval reserve in the near future along the lines indicated in the Times a few evenings ago. Should one hundred or more of the seafarers and seafaring men of the city identify themselves with the movement, Sir Wilfrid Laurier will be approached with a view to having legislation introduced which will still further facilitate the work of the organization. The league is encouraged to do this from the lively sympathy which the Premier manifested in their proposals when he was waited upon by a committee during his recent visit to Victoria.

The co-operation of Rear-Admiral Bickford, who has been through a strong supporter of the plan, has also been of invaluable assistance. It is expected that the drills will be carried out on the warships at present in port, and that naval reserve men from any part of the Empire who happen to be in Victoria at the time will be in progress can take their training with the local men.

Ultimately it is believed, should the movement be successful, one of the sole vessels of the fleet will be placed here permanently as a training ship for the reserve.

The Right Hon. C. Sir John Gordon Spry, K. C. M. G., P. C., Premier of Cape Colony, and the Right Hon. Sir E. C. Braddon, P. C., K. C. M. G., Premier of Tasmania, have accepted the vice-presidency of the Navy League.

SMELTER CONTRACT HAS BEEN AWARDED

Fred Sherbourne, of This City, Will Build the Lenora Establishment at Osborne Bay.

The contract for the Lenora smelter which is to be erected at Osborne Bay opposite Mount Sicker, has been awarded to Fred Sherbourne of this city. Mr. Sherbourne left this morning for the site, and work will be commenced at once. The building operations will, of course, necessitate the constant supervision of the contractor, who intends making his residence there with his family.

As announced in these columns a few evenings ago, plans have been completed by James Breen, David Forthingham and Herrmann Bellinger, all prominent smelter men. The establishment will have an initial capacity of 300 tons per day, and two stocks will be constructed at the start.

LIFTED TWENTY DOLLARS.

Butcher Shop Till Opened in Broad Daylight and Money Stolen.

About 10 o'clock on Monday afternoon a light-freighted individual lifted two ten-dollar notes from the till of McFadden & Mould's butcher establishment on Douglas street between Cormorant and Siguard. The theft was committed while the man in charge was in the rear of the shop, who noticed the drawer partially open when he returned. Suspicion immediately fell on a former employee, who was searched about an hour subsequently by the police, but nothing was found to incriminate him. The theft was believed to have been committed by one familiar with the combination of the drawer, which was opened during the brief absence of the clerk.

GOLD COMMISSIONER HERE.

Atlin Official Confering With Government in Regard to Disputes There.

J. D. Graham, gold commissioner for the Atlin district, came over from the Mainland last night, and to-day interviewed the government, together with Messrs. Bunick and Griffiths, in relation to the difficulties over the water rights of the Sunrise Hydraulic Company.

Business with the departments here will engage Mr. Graham's attention for three or four days, and he then intends leaving for England. He anticipates heavy investments of English and United States capital in the Atlin properties, especially in the copper claims there, next year. Mining Reorderer Shaw is acting commissioner in his absence.

It was believed that Mr. Graham intended resigning his position in Atlin at the close of this season, but he states that he intends returning again next year. This decision will be hailed by the business and mining public, whose interests he has secured to such a marked degree during his incumbency of the office.

During his term of office capital trails and roads have been constructed, and some of the highways there are now equal to Victoria's streets.

Mr. Graham reports that the recent rain in the North have worked a great deal of damage along the line of the White Pass & Yukon railway, plans being swept from underneath a number of bridges, and threatening the existence of the structures.

The camp has been a most orderly one, and there has been little occasion for the exercise of severe measures.

Very interesting reading is the annual report of the English commissioners of customs, who record an income of £28,270,950 for the year 1900-1901, being an increase of £3,227,487 on the previous year—1900-1901, £24,043,463 more than the budget estimate. Tax produced an increase of £1,635,560 over the preceding year. Tobacco gave to the revenue £12,629,578, the largest ever received in a year, and the increase of £1,932,650 over the preceding year. Wine was disappointing, showing a decrease on the year of nearly £300,000.

CASTORIA For Infants and Children. The healthful and agreeable. JAS. GAUDIN, Commissioner. JOHN G. COX, J. A. THOMSON, Assessors.

SATURDAY'S RACES AT COLWOOD COURSE

THE PROGRAMME FOR THIS SPORT OF KINGS

Some of the Horses Which Will Be Entered—Improvements to the Track and Grounds.

On Saturday afternoon next the annual Fall meet of the Victoria Hunt Club will be held at Colwood. Every preparation which will tend towards the success of the event has been arranged, and spectators who have attended the races of the club hitherto and who have experienced some discomfort and inconvenience in witnessing the progress of the racers as they pass over the course will have no cause to complain of the same trouble on Saturday next.

Every accommodation has been arranged. A new grand stand, of which a description has already appeared in these columns, has been erected, and for the modest charge of 25 cents the spectators will have the privilege of being in a position to see the greater part of the track over which the different events will be contested.

Included in the programme for Saturday's meet are three steeplechases and two flat races. The course for the flat races is in the plain view of the grand stand, and has been fenced in so that the trouble which has been experienced in former meets in keeping unmanageable horses on the track will not be repeated. The steeplechase course is length two and a half miles, has been most carefully prepared for the race. The fences of the club, however, do not permit of the steeplechase course being fenced, and the riders will have, in former cases, to depend on their skill in riding to keep their mounts on the track. The hurdles are from 4 to 4 1/2 feet, and have already been put up in readiness for Saturday's meet.

Lovers of the sport will also be able to see some horses which have never run in Victoria at night. Several local breeders are expected to run closely with some of the fast horses of this city, Dr. McLean, owned by Mr. Spelling, is another horse which has been little heard of in Victoria, and which will make its debut on the 26th.

The entries are as follows: First Race. 2:15 p. m.—A steeplechase for horses the bona fide property of the Hunt Club, any member of the club or rider licensed by the committee allowed to ride. Licensed riders to carry a seven pound penalty. Distance about two and a half miles. This cup must be won twice by the same horse to become the absolute property of any member.

Second Race. 3:15 p. m.—A steeplechase for horses the bona fide property of the V. H. C. Any member of the club or rider licensed by the committee entitled to ride. Weight 154 pounds. Cleared riders to carry a seven pound penalty. Distance 2 1/2 miles. This cup must be won twice in succession by the same horse to become the absolute property of any member. The winner of the previous race for this cup must carry seven pounds and penalty.

Third Race. 4:15 p. m.—A steeplechase of \$5 each for horses purchased outside of the race, the property of members of the V. H. C. Riders must be members of the club. Weight, 154 pounds. Distance, 2 miles.

Fourth Race. 5:15 p. m.—A flat race of about one mile for horses bred in B. C., the bona fide property of farmers in Victoria district who are not members of the V. H. C. Riders must be bona fide farmers or any other of the V. H. C. Weight, 154 pounds. Post entries. First prize, \$20; second prize, \$10. Four horses or no second prize.

Fifth Race. 6:15 p. m.—The Victoria Sweepstake—An open flat race for horses. Weight, 140 pounds. Distance about one mile. Entrance fee, \$5, together with a cup presented by the club to go to the winner.

1. D. Simon's Caravel, six years, red blue and cardinal. 2. Lieut. Elliott, R. E. Minoval, seven years, scarlet, dark blue and cardinal. 3. H. Simpson's Jacob, crimson, white cap. 4. P. J. Patten's Shamrock, pale green and old rose. 5. P. T. Patton's Thunder, seven years.

LEGAL NEWS. The case of the Fishermen's Company vs. Wing On is being heard to-day before Mr. Justice Drake. Wing On is a Chinese contractor, and it is alleged by the plaintiffs, with whom are associated Turner, Beeton & Company, that he contracted to supply certain quantities of work in the company's cannery, whereas he only supplied sixteen. It is further stated that those whom he hired were paid a sum inferior to that specified in the contract. The allegations are denied in the main by Wing On. Messrs. Walls & Helmecker appear for the defence, and Mr. Miller, of Hunter & Oliver, for the prosecution. The sum involved is over \$500.

In chambers this morning letters of administration were granted by Mr. Justice Drake in the estate of the late G. W. Miles.

Inadvertently it was stated in yesterday's Times that Rex vs. Nichol would come up for trial on Thursday of next week. The date is Thursday of this week (to-morrow).

The largest artesian well in the world is 14 inches in diameter and 648 feet deep. It is at Cerrotes, in California.

A TRUE BILL FOR MURDER RETURNED

GRAND JURY SO FIND AGAINST SAPPER

Stevens to Be Tried for Shooting Intent to Do Grievous Bodily Harm.

The Criminal Assizes opened this morning before Mr. Justice Drake. There were three cases down. Rex vs. Gill, the Work Point case; Rex vs. Stevens, the Nichol shooting case, and Rex vs. Nichol, the case entered by Messrs. Nichol and Pooley against W. C. Nichol, Vancouver Province, for which a bill was brought in in June, 1898, which has been postponed from to assize since that time.

Hon. D. M. Eberts, attorney-general, appeared for the prosecution in the first named cases, and Fred Peterson, for the prosecution in Rex vs. Nichol, Cassidy, K. C., not being present, E. P. Davies, K. C., A. H. Langley, a defending in Rex vs. Nichol, A. H. Belyea, K. C., as by E. Towell and Alf. Anderson, defending Gill, and E. Powell and Anderson the boy Stevens.

The grand jury consisted of the following: Right Hon. J. F. Bell, J. H. Fleming, Horitz Gutman, Joshua Ham, Albert Onions, S. M. Okell, H. Rickaby, P. S. Watson, R. T. Lams, W. J. Wilkinson, Joe E. Wain, and T. Erford.

The grand jury having been empanelled, Ald. R. T. Williams was selected foreman, and the court proceeded to charge the jury.

The judge said the jury had two serious cases, one a case of murder which a soldier named Gill had slain another named Clinick. The law guard to murder was not a justifiable man he intended to kill, or kill or in mistake, it was all one—was no distinction.

The evidence in the present case of that charged with entering the bar with a carbine and shot Clinick, taken he said he made a mistake intended shooting a man named honey.

Usually a motive was disclosed in murder. None had so far been coming in this case. Possibly one develop, but at present none such is shown.

The other case, King vs. Stevens, for shooting one Hagenfratz. There were five counts in the indictment, any one of which would carry the death penalty, or the whole of them, learned judge then outlined the circumstances attending the shooting.

The jury had nothing whatever to do with the case, but the jury must be with the fact that the boy shot at the man and hit him in the head, fact of whether or not it was intended by the petit jury it was not a thing which the jury had to do. All they had to do was to find whether or not a prima facie case was established. If seven of the agreed to be guilty of the murder.

The attorney-general intimated that he would like the jury to consider the order case first. The jury then retired. In Rex vs. Nichol, Fred Peters, as the attorney-general, urged the jury to find the whole matter might stand, he learned from counsel in the two cases that they intended applying for a postponement of their respective cases.

The judge then left the bench after a presentation from the grand jury. The grand jury shortly after 1 o'clock returned and reported to the court that a true bill against Sapper Gill was returned.

They also reported finding a true bill against the lad Stevens, on the fifth count only, namely shooting with intent to do grievous bodily harm, and nothing else.

The grand jury was then dismissed and the petit jury informed that the services would not be required until the day specified.

THE EASTERN QUESTION.

Sultan May Be Called Upon to Introduce Reforms and Settle Claims.

Paris, Oct. 21.—The fact that France has not yet employed coercive measures to enforce a settlement of the Loredano claim by Turkey is due to the unsettled condition of the interior of that country. It is feared that such action might bring about the disruption of Turkey. The mis-governed of Macedonia, the excesses committed in Armenia, and the dissatisfaction in the island of Crete have reached such a point as to constitute a menace to peace.

Russia and France are discussing the basis of an understanding for joint representation to the Porte, and for eventually obliging the Sultan not only to carry out the clauses of the treaty of Berlin, relating to Macedonia, but also to give guarantees for further reforms and the settlement of numerous pending questions. The opportunity will be taken to discuss the situation of the Cretan question. Russia appears to have sounded Germany on the subject, and the adhesion of Austria and Italy is considered certain. It is believed that Lord Salisbury, who proposed the Armenian reforms of 1894, will support the projected action.

France in the meanwhile does not intend to wait for the merits of enforcing her present claims. UP LATE NEWS.—Endless engagements, generally run down to Macedonia and the dominion of God Liver Oil. It will tone up your system and make you feel yourself again. Made by Davis & Lawrence Co., Ltd.