NEWS OF SPORT OF OLD COUNTRY

Pedestrianism Booming in Great Britain—Cricket Season Promises Many Notable Matches

LONDON, June 24—An interesting track Marathon race for professionals was decided recently in Dublin. There were 18 runners, England, Wales and Spain each supplying a candidate, though without success. Last year's winner, T. Hynes, of Galway (an ex-amateur) went to the front at the half-way mark and finally won comfortably in 2 hours 54 minutes 33 seconds.

There is considerable activity among long-distance cracks now in England, and we ought to see some very interesting racing during the summer. The arrival of C. Hefferon from South Africa ought to liven up matters. He wants to meet C. W. Gardiner, the conqueror of Durando, and after getting through with the Londoner, will be prepared to try conclusions with J. J. Hayes of America, or J. Price of Wales. Scotland also has a man in the field, he being A. Haddow, who is anxious to meet Herreron and Gardiner in a sweepstake—the distance to be 12 or 15 miles.

Gardiner also announces that he will be pleased to meet J. Pitzgerald, of Canada, at 12, 12 or 15 miles. Besides this, the Universal Sports Promoting Syndicate are running a meeting next month, at which a track Marathon race will be the chief item. As there is some prospect of Ljungstrom and Johansen, of Sweden (who are now in America), coming to England, matters promise to be lively in the world of pedestrianism. Really, with so many good men in the field, there ought to be no difficulty in bringing off several interesting matches. At present there is no reason to suppose the public will support a long distance race in anything like the numbers seen at the George vs. Cummings matches of 1885-6. On this account no promoter would be likely to offer more than £100 for a Marathon race. Perhaps the best plan would be for cracks to arrange matches or sweepstakes and decide a series of races in London, Birmingham, Manchester, Glasgow, Edinburgh and Dublin. Given fine weather, and average attendance of 6,000 should be possible, which would leave a good profit to be split up among the runners and organizers.

Cricket

Mr. A. F. Bettinson, secretary of the National Sporting Club, has made an interesting suggestion regarding cricket. It reads as follows:

"1. Six hours a day for play. And, for the purpose of equalizing the chances of each side on the same wicket, no side to occupy the pitch for more than three hours, after which the other side should proceed with the innings. 2. Should the game not be finished in three days, the match to be decided by the aggregate number of runs scored in proportion to the number of wickets fallen."

Under present arrangements, we often see three full days of cricket and yet no definite result. This certainly is absurd, and Mr. Bettinson's suggestion is worthy of consideration. The plan to give both sides a more equal chance is a good one, and there is nothing to be said in favor of a system which often gives one side a winning advantage.

Veterans

A feature of recent cricket was the manner veterans at the game have been performing. Hehe are a few examples which go to show the youngsters are not having matters all their own way. Hirst took 8 wickets for 80 runs for Yorks vs. Somerset, and Haigh 6 for 34 in the same match. Then we had Lilly, of Warwickshire, who is chiefly noted for his ability as a wicket-keeper, making 104 against Sussex, whilst Llewellyn, of South Africa, who is the mainstay of the Harnts team, hit up a stylish century for N. C. C. against Leicestershire.

As an offset to this, some of the younger players have been busy, notably K. L. Hutchings, whose 54 and 104 for Kent against Northamptonshire indicates that this young amateur is now in form. Then we had C. N. Foster, lately returned from India, playing an innings of 123 against Surrey on his first appearance for Worcestershire this season. All this makes one think that an interesting match might be arranged between the veterans and youngsters, the qualifications being over ten years experience of first class cricket and under five years, respectively.

The Turf

It has delighted sportsmen to learn that the late King Edward VII. left his racing stud to King George V. and that our new monarch intends lending his support to the turf. Richard Marsh will continue to act as trainer, and everyone hopes it will not be many more years before he turns out another Derby winner. It was confidently expected that King George would support the turf, and it is easy to see the late monarch's hand in the matter. None better knew than he that a King who was a good sportsman would command greater respect and support from the nation than a sovereign who took no interest in sports and pastimes. It is fortunate that King George has a keen taste for sports, and it will do no harm that he personally favors shooting and angling to racing. The main thing is that he is a sportsman, which denotes a broad mind and a fair manner of viewing everything.

In General

Tom Sullivan will train and coach J. F. Cosgrave, the Canadian oarsman who is now at Putney, getting ready for the Diamond Sculls at Henley Regatta.

E. Miles beat the Hon. N. S. Lytton in the challenge round of the amateur tennis championship, which marks his ninth success.

Stevenson and Harveson have been making some big breaks in their match on the new 10 ft. by 5 ft. billiard table, the former's best being 576 and his rival's 447. Diggle is also playing well against Reece, a break of 482 on Wednesday being a very fine effort.

E. Shaw, the South African jockey, won his opening race here at York on Wednesday, when he got Sir E. Cassell's Temerare home a head in front of Mr. P. Nelke's Artisan, with Maher up. The Colonial pleased the critics by the manner he rode Temerare (a horse of moods) home with his hands only.

Lawn tennis players are disappointed over the falling through of the projected trip of American players to England, for the purpose of taking part in a preliminary round for the Davis International Cup, now held by Australasia.

Wealthy American Immigrants

WINNIPEG, June 24—One hundred wealthy farmers from Iowa, Nebraska and Illinois arrived from St. Paul this morning. This afternoon they left by special train for Scott and Wainwright, Sask. The party is typical of the large number of well-to-do American farmers who have been brought up from the United States this year.

Perilous Ride

TACOMA, June 24—Harry Shaubut, manager of the Seattle Transfer Company, and his wife had a wild ride behind a runaway team in the government road on Mount Ranier yesterday. One of the horses threw his bridle, and the animals dashed for half a mile around six sharp curves before they were stopped. Mr. and Mrs. Shaubut regard their escape from being hurled into the canyon on the right of the road as miraculous.

PROVINCIAL NEWS

Prize-fighting is under the ban in Greenwood.

Mission city is looking forward to securing a beet sugar manufactory.

Vernon will expend $10,000 in the improvement of its waterworks system.

Railway construction has occasioned a legitimate boom at Aspen Grove.

The milk vendors of Lulu Island, who supply Vancouver, are establishing a motor car delivery system.

Fire at Essington a week ago destroyed the Anglican church together with a number of smaller buildings.

Five new cars of what is known as the Ottawa type have been placed in service at Vancouver by the B. C. E. R. Co.

The body of Engineer Jackson, who disappeared two weeks ago, has been recovered.

Wolves are blamed for the destruction this year of many of the Vancouver Island wapiti.

The Dominion dredge King Edward has been ordered to Nanaimo to deepen the harbor and fill in the "ravine."

An Italian worker at the Extension Mines has been admitted to Chemainus hospital suffering from severe injuries received through a coal fall.

George V. Hughes, one of the original pioneers of the Slocan, and until recently owner of the Lucky Jim, is dead at Portland.

The coroner's jury, in the case of E. E. Phillips, of Vancouver, who was killed by a fall of lumber, have returned a verdict of accidental death.

Rev. J. C. Herdman, superintendent of Presbyterian missions, and a clergyman well known throughout British Columbia, is dead at Calgary.

Cariboo folk are voicing congratulations to the government upon the initiation of construction of the new road from Bear Lake to Barkerville.

The new $31,000 second unit in the Nelson electrical system has been completed and accepted by the civic authorities.

John Holmes, a well known resident of the Delta, sustained serious injuries Wednesday through being run down by a Great Northern train, of the approach of which he was unconscious.

Vernon has decided to send a specially fine exhibit of the district's fruits to England, and will also be well represented at the National Apple Show, to be held in Vancouver.

A party of thirty C. P. R. surveyors has taken the field to lay out the new branch line of the company round the Big Bend to Revelstoke. The new line taps immensely valuable timber areas.

Bertram Patterson, a young Scottish lad of seventeen, was drowned in Burrard Inlet Thursday while enjoying a sailing cruise with his father and friends.

Creston residents are taking very kindly to the scheme of Mr. W. R. Haldane of the C. P. R. to introduce pure-bred Anglo-Nubian goats for dairy purposes.

The telegraph route from Kitsumkalum overland, by Alice Arm, across the Naas valley and down to Stewart, appears to be favored by those having this project in their charge.

The C. P. R. intends shortly to lay out and construct a typical Swiss village on their property near Golden. This village will be the permanent home of the company's Swiss guides, and should prove a great attraction to tourist visitors.

Elias Zimmerman, one of the employee survivors of the Lakeview disaster, has been awarded at Vancouver a verdict for damages against the B. C. E. R. Co., in the amount of $6,500 and $520 hospital expenses.

Chester Oliver, convicted of having placed his wife in a Vancouver house of infamy, has been sentenced by Judge McInnes to a five years' penitentiary term. Oliver swore in his defence that he had been forced into his marriage and that his wife had deserted him immediately thereafter.

Three of the lady members of the "Alaskan" company were the victims of robbers during the company's recent visit to Nanaimo. Miss Nellie Townley lost a gold watch and $2 in money; Miss Genieveve West mourns a small sum of money, a jet pin, and her three-days-old marriage certificate; while Miss Irene Chandler is minus a bankbook and her purse.

The Dominion superintendent of forestry, R. H. Campbell, is paying an official visit to the provincial Interior. The Dominion Government has now in the field in the railway belt a number of parties engaged in the classification of lands. When the reports of these parties are rendered the greater proportion of the valley lands in this belt will be properly classified as to their availability for agricultural purposes. A large area of the railway belt is suitable for cultivation, some of it being today fit for the plow while much of it will have to be irrigated before it can be made fruitful.

HAMPERED BY LABOR SHORTAGE

Mr. Charles M. Hays Says There Is Room for Thousands on G.T.P. Construction in British Columbia

Mr. Charles M. Hays, president of the Grand Trunk Pacific Railway, arrived in the city yesterday from Seattle. The noted railway man's visit is of an inspection character.

Asked about the progress of work on the new transcontinental system, he stated that his company was at present greatly hampered by labor conditions. It was impossible to obtain a sufficient supply of labor. Practically every avenue was being tried by the contractors, Messrs. Foley, Welsh and Stewart, but there was room for thousands more men.

"When the bill dealing with the Grand Trunk Pacific was before parliament," said Mr. Hays, "I was asked how long it would take to complete the line. I said that it would be completed within a year, but that the time it would take would be dependent on the labor supply. We are willing to carry the work forward as swiftly as possible, but our progress is being retarded through insufficient employees on the construction. As far as can be foreseen, this difficulty will confront us for some time to come. We expect that the road will be completed from coast to coast during 1912."

Asked what were the prospects of his company commencing construction on Vancouver Island, Mr. Hays said that nothing in that direction would be done until the main line was complete. "Aren't you satisfied with what we have done for you up to the present," he asked. "We have established a coast steamship service. I think you will find the Prince Rupert is satisfactory in every way. We expect the other steamer of the line, the Prince George, to arrive here within a few weeks. As far as Vancouver Island is concerned, we are at present concentrating our energies on the dock construction at this port. Nothing will be done about placing a transpacific service in operation until our main line is first complete."

"You seem to be well posted on railroad matters in the West," said Mr. Hays in conclusion. "Whenever I come here I feel I am coming to learn, not to give information. When in Victoria I find it very hard to get away from this beautiful city."

Mr. Hays yesterday afternoon made an inspection of the work in progress on the G. T. P. docks, accompanied by Captain C. H. Nicholson, manager of the G. T. P. Coast Steamship line. He leaves for Vancouver tonight.

CARGO LINER OUSTS THE TRAMP

Competition of the Freight Liner Now Being Seriously Felt by the Tramp Freighters.

The encroachment of the "cargo-liner" in the trade heretofore held by "tramps" is now becoming a serious problem to owners of tramp tonnage. There has within the past few months been a very pronounced growth in the competition of the cargo liners. That the tramp owners largely contribute to their undoing cannot be gainsaid, and if the same suicidal policy continues to be carried out, in a few years the liner companies will practically control the cargo business of the world. Those who so greatly damage the tramp shipping industry are not the large, well-conducted companies, but the "mushroom" ship managers who spring into existence from day to day, and who, through the ignorance of the public in shipping matters and the facilities afforded them by the shipbuilders, are enabled to float stemers and so increase the supply of tonnage already too great for the demand.

These steamers being for the most part heavily mortgaged, must be kept moving, and the consequence is that competition for freights is carried out in a most insane fashion. The Liverpool Journal of Commerce, commenting on this problem, says: "The man that profits by the absurd freight competitions is the speculative broker, as when the supply of tonnage is greater than the demand, he is able to charter on almost his own terms, so that although the owner of the cargo is perhaps paying a fair freight for his goods, the shipowner is not getting the benefit of it. Owners would therefore do well to steer clear of the speculative broker whenever practicable. Another thing that should be discountenanced is speculative building, and on this point there is some talk of tramp owners taking action with a view of preventing so much speculative building.

"What should be instituted and carried out with the uttermost vigor is the idea that has been suggested of organizing a crusade against owners who accept freights at unremunerative rates and in consequence demoralize the whole market. The documentary committee of the chamber of shipping has laid down certain prescribed conditions respecting chartering, and owners who wilfully break those conditions are to be deprived of the protection afforded by the big mutual insurance clubs, who have undertaken to co-operate with the committee. A movement of this description has an evident promise for a better state of affairs in the future, so far as extending the life of the tramp steamer business is concerned.

In view of the shipping combines that have taken place during the past few years, and the evident desire exhibited to control the shiping interests of the country, it would appear as if the time is not far distant when the bulk of England's shipping industry will be merged in one huge trust. The introduction of the cargo liner with the evident view of running the tramp steamer off the seas, in the same way as the sailing ship has been run off, would mean leaving our carrying trade by sea to be done by large shipping trusts."

"BOBBY" POWELL LOSES TO WRIGHT

WIMBLEDON, Eng., June 24.—Beals C. Wright, of Boston, reached the semi-final in the singles of the all-England championship tennis tournament today, defeating R. B. Powell 6-3, 6-1, 6-1.

BIENNIAL OCEAN YACHT RACES

Four Entries Already Received for Competition Starting from San Pedro, July 9.

SAN FRANCISCO, Cal., June 23.—The third biennial ocean yacht race from San Pedro to Honolulu is scheduled to start from the Southern California port on July 9th, and the South Coast Yacht Club, which will have charge of this end of the race, has already received four entries.

Local interest in the long sail was stimulated last week by the announcement that the Mollilou, the new yawl which Stone & Van Bergen are building for Francis B. Smith, will be a contestant. The yacht will be sailed by Louis T. Ward, commodore of the Aeolian Yacht Club of Alameda, and the crew will be composed of a number of members of that club who have accepted Ward's invitation to accompany him on the voyage.

The other yachts which will start in the race are the Winsome, a yawl built in Southern California last winter, which has been showing considerable speed in the races held by the clubs of the South Coast; the Sweetheart, a schooner, and the Hawaii, the representative of the Honolulu yachtsmen, which is now on her way from the islands to California. Captain Charles T. Wilder is in command of the Hawaiian yacht and she is expected to arrive at San Pedro any day now.

The race is held every second year, and on both previous occasions was won by the schooner Lurline. This year it is not expected that the Lurline will be a starter.

SICK HINDU GOT STRANGE RECEPTION

Almost Victim of Efforts of Authorities to Purify Atmosphere of City Police Court Room

Seeking assistance from the city because he was physically unfit to aid himself, Benat Singh, a Hindu, in an advanced stage of tuberculosis, got a reception from the city authorities which was totally unlike anything he had expected. His opinion of the civic charity and consideration of those in need of assistance has doubtless undergone a rude change.

The East Indian waited upon the mayor on Tuesday and asked for assistance. Anything the city could do for him would be thankfully accepted. The man was in a wretched condition of health, and furthermore in a dangerous state from the standpoint of infection. He was taken into the police court room to rest pending consideration of his case. It so happened that at that particular time the court room and adjoining office of the police inspector was being thoroughly disinfected following the removal of one of the police officials to the isolation hospital suffering from a light attack of diphtheria. The Hindu wandered into the office and along with the furnishings was inadvertently given a thorough disinfection. In fact his presence was not noticed until some time later when the door was opened and the almost unconscious form of the Hindu discovered lying on the floor where he had fallen from his chair. The man was almost choked to death by the pungent fumes of the disinfectant which his already weakened lungs could not stand. The Hindu was immediately taken in charge and sent to the Isolation Hospital.

SECOND SEAM OF COAL IS STRUCK

Latest Discovery on Tumbo Island Proves That Nanaimo Series Extends Over an Unusually Extensive Area

A discovery of the first magnitude which establishes the fact that the Nanaimo coal series is of an unusually extensive area has been made on Tumbo Island. A second seam of coal, 58 feet below the eight-foot seam discovered a month ago, has been struck. On Wednesday last Mr. Stone of the firm of Messrs. Stone and Knight, diamond drill contractors, of Spokane, arrived in the city from Tumbo Island and informed Mr. A. E. Hepburn, the principal proprietor, of the discovery. Mr. Hepburn, accompanied by Mr. Blakemore, the mining expert, upon whose advice the drilling has been carried out, and Mr. Richard Smith, of England, who is interested in the property, left yesterday for Tumbo Island and verified the information which is of such an important character.

The importance of the discovery lies in the fact that it proves that the Nanaimo coal series exists at Tumbo. Throughout the whole of the mines of Vancouver Island the lower Douglas seam has been found some 60 feet below the upper Douglas. This distance is correct to within two feet in the case of the Tumbo Island measures.

In consequence of the discovery a new contract has been awarded to Messrs. Stone and Knight to carry on the drilling operations still further. It is also likely that Mr. Hepburn will put down another bore hole on Saturna Island, where he owns 2,500 acres of coal lands.

As a result of the discoveries on Tumbo Island a considerable amount of prospecting work is being carried on at Mayne, Saturna and Galiano Islands. A local syndicate, in which the Tyee Copper Company is largely interested, has secured a number of claims and intends starting a diamond drill hole on Galiano Island, opposite to Mayne Island. The operations to be carried out there will be under the direction of Mr. Bryan, the mining engineer of the Tyee Copper Company.

A threatening timber fire in the vicinity of Erickson has been suppressed by the good work of Fire Warden Little and his staff.

PLAN TO FURTHER CAUSE OF PEACE

Congress Has Provided for Appointment of Commission Which Will Work For Limitation of Armaments

WASHINGTON, June 24.—Confining the expenditure to $10,000, the senate today adopted the joint resolution originating in the house, authorizing the appointment of a Peace commission, to consist of five members, and to be appointed by the president.

The purpose is to consider "the expediency of utilizing the existing international agencies for the purpose of limiting the armaments of the nations of the world by international agreement, and of constituting the combined navies of the world as an international force for the preservation of universal peace; and to consider and report upon any other means to diminish the expenditures of governments for military purposes and to lessen the probabilities of war.

The bill now goes to the president.

MINING NEWS

higher gold values than can be expected at a depth below the oxidized zone. The reason for this is that weathering is a natural process of concentration, as far as gold is concerned. In the deeper vein matter, which is in the same condition that the present surface matter formerly was, the gold may be held in sulphide minerals and in very minute quantities. As the weathering at the surface proceeds the base sulphides are oxidized partly to soluble sulphates and partly to other oxidized products, such as carbonates, oxides, etc. The soluble matter is washed away or percolates to deeper portions of the vein. The gold freed by this weathering being heavy, remans with the oxidized surface material. The latter may be further reduced in quantity by the action of acid or other solvent waters which still further concentrates the gold. These outcrops may thus become very rich in free gold, but this plainly cannot be taken as an indication of the gold values of the ore at depth.

If the original vein matter contained copper, rich copper minerals may be looked for in the zone of secondary enrichment. Copper stains on the outcrop are, however, no certain indication that there is a copper mine below. Two cents' worth of copper in the form of the beautiful, highly colored carbonates may give an appearance of great richness to the unskilled observer.

In sizing up a property there are many things to be taken into consideration that only those who have been properly trained in the science of geology and who have had sufficient experience in detecting the presence or absence of mineral indications, and of giving to each its proper value, are competent to judge.

Let every would-be investor in mining prospects beware of surface assays; they may tell too much or not enough. The safest course is to make no investments in unproved properties, except on expert advice after thorough investigation.

Electrical Power in Mining

The steady march of progress in the application of the results of scientific achievements is nowhere better shown than in mining and in the treatment of the products of the mines. We do not have to go back far to the days when in some English mines the mine cars were hauled by women in harness; the days of "chicken ladders," and other barbaric customs and arrangements for making mineral wealth available. At the present time the use of power for mine haulage, hoisting, drilling, etc., is the general practice in all large mines and in many small ones. Steam is highly valued for generating and transmitting power both underground and on the surface, where conditions are such that it can be economically produced and piped. It has, however, numerous disadvantages often of a serious nature, and it is giving way to electric power in many places where the latter is available.

The development in the electrical industries have in many ways been a boom to mining and electricity is daily becoming of greater and greater importance, not only as a source of power for operating mining and milling machinery but for mine lighting and signaling. Thanks to the availability of cheap water power in or near many mining regions, hydro-electric power developments have been great and rapid, and many isolated mining camps now have available cheap and practically unlimited electrical power. This has resulted in the opening up of many new mines and the rejuvenation of old ones that could not be profitably operated without cheap power.

Small operators as well as the large are reaping the benefits from the availability of electric power. The cost of installing electrical machinery, when a power line passes near by, is small compared with the cost of installation of a steam plant, to say nothing of the cost of operation and maintenance. This gives the man with small available capital an opportunity to develop his property on a scale heretofore impossible. This hydro-electric power service is being rapidly extended in the United States, Canada and Mexico, and is invaluable aid to the mining industrdy.

For many years electric locomotives have been used for underground haulage, particularly in coal mines where there are no dangerous accumulations of gas. Electrically-driven pumps of both small and large capacity are ndiing an important place in mine drainage for which work they possess some marked advantages.

In the anthracite coal fields of Pennsylvania, where fuel is cheap, the large central electric-power station plan has been adopted by some of the large coal-mining companies operating many mines, and the use of electric power for operating mining and breaker machinery is being extended.

The application of electric power to mine hoisting has encountered some serious difficulties, and progress in this direction has been somewhat slow. Success now seems to have been attained, a tleast such a degree of it that large electrically-driven hoists are being used at some mines and new installations are going in. Attempts to perfect electric drills have met with varying success and many difficult surmountable obstacles have been met, and there still remains room for improvement in this field. Electric shot firing is a reliable means for firing bloasts that has contributed much to the safety of mining.

The use of electric motors for driving mill machinery is increasing and is a means of considerable economy where the machines are driven by individual motors, doing away with the necessity for line shafting.

Owing to the flexibility of electric power service, which is very desirable in mining work and do numerous other advantages there is reason to believe that its extension will be even more rapid in the future.

SEEKS SITE FOR EXPERIMENTAL FARM

Mr. Duncan Anderson of Ottawa Visits Various Points in the Neighborhood of Victoria

To select the most suitable site for the location of the new experimental farm which the Dominion government is going to establish on Vancouver Island, is the mission upon which Mr. Duncan Anderson, who is the emissary of the Agricultural Department, Ottawa, was engaged during his visit her, which has been of about ten days' duration.

Mr. Anderson yesterday expressed his great surprise at the large amount of agricultural imports which are brought into this city and the outlying districts, considering the wonderful passibilities of Vancouver Island. Not only does he consider this unnecessary as regards agricultural importations, but also in connection with fruit and dairy products.

Mr. Anderson is not only an expert agriculturist, but is also an experienced and practical farmer. During his trip here he has taken occasion to visit various points of the island and inquire into the agricultural possibilities of each district. He is a keenly observant man, and while in the city acquired statistics regarding the amount of agricultural, dairy and fruit importations which are brought in here each year.

He thinks that this state of affairs is wholly unnecessary, and will to a large extent be counteracted when the experimental farm is established. The purpose of the farm will be to give practical instruction to farmers, fruit growers and dairymen as to the best and most up-to-date methods of improving and increasing their products, and to stimulate agricultural production on the island.

The new experimental farm will be affiliated with the provincial university when it is established, and to that end, if the university comes to Vancouver Island, Mr. Anderson will decide upon a site in the vicinity of the chief seat of learning. No announcement will be made concerning the selection which has been made, until Mr. Anderson has conferred with the department at Ottawa. He will return to Victoria in about two months' time, and the site will then be announced.

Mr. Anderson left yesterday afternoon for the East. He will stop on his way for a few days at Saskatchewan to inspect the new experimental farm which is now being laid out there, and of which he is the supervisor. He has just recently purchased this site for the Dominion Government, and now extensive buildings are being constructed, and a complete equipment installed as rapidly as possible.

BUILDING STEWART WHARF

Start Made on Big Dock at Portland Canal Mining Camp

The Princess Beatrice, Captain Whiteley, which arrived yesterday afternoon from northern B.C., brought word that a start has been made on the construction of the new dock at Stewart. Pile drivers were at work when the eBatrice left and the Canadian Northen in tends to push its 3,000 feet long wharf. The Beatrice brought down a large crowd of pasengers and will sail for the north tonight.

The Princess Ena is completing cargo today for Skagway. This includes machinery for the Northern Light and Power Co., Dawson, bridge timbers, cattle, sheep, hogs, hay and general supplies and lumber.

Coal is being found at many points in the Hazelton district.

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FOR YOUR SUNDAY MENU

Canteloupes, each	15c
Cherries, very fine, per lb.	20c
Rhubarb, the last of the season, 7 lbs. for	25c
Pears, 3 lbs. for	25c
Bananas, per dozen	35c
Peaches, fine ripe, per basket	50c
Apricots, very choice, per basket	50c
Plums, large blue, per basket	60c

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FREIGHT SERVICE TO ROYAL CITY

Board of Trade Efforts Secure S. S. Trader Which Will Give Twice a Week Sailings from This Port

Through the efforts of the Board of Trade a regular steamship service giving twice-a-week sailings between Victoria and New Westminster has been arranged, the Gulf S. S. and Trading Company undertaking to run the steamer Trader on Tuesdays and Fridays from this port to the Royal City. The matter was finally settled at a meeting yesterday of the Board of Trade committee which had the improvement of the service in hand.

Owing to erratic sailings on this route merchants both here and in New Westminster declined to ship their goods as they could not promise any certain time for delivery. The attention of the Boards of Trade here and in New Westminster were drawn to the difficulties being experienced through the loss of trade, and the present arrangement is an outcome of their joint efforts.

Merchants in both cities have promised to lend their strongest support to the venture, in connection with which it is pointed out that all merchandise destined for New Westminster must be on the C. P. R. docks on Mondays and Thursdays of each week so as to allow time for loading.

KETTLE VALLEY RAILROAD

Construction Commences and 25 Miles of Line Will Be Built This Year.

It is understood that active construction of the first section of 25 miles of the Kettle River Valley Railway up the Coldwater River, began at Merritt yesterday. Mr. M. A. Long, of Spokane, is in general charge of operations, and expects to have between 1,500 and 2,000 men engaged on construction work before the end of the month. It is stated that the line when built up the Coldwater will be rushed across the Hope Pass toward Vancouver as rapidly as possible, thus opening up new markets for the coal and other products of the district. The line from Midway will be linked up later. At least 25 miles of the road will be built this year. It is understood that Tierney & Co. of Nelson have the entire contract and have sub-let. Penticton is to be the chief divisional point of the new railway.