BLE SPREADS IN IRELAND

TWEEN RAIDERS AND POLICE

pened Fire on Crowd But re Finally Forced to Retreat.

June 11.—The grazing war is rapidly and becoming popu- most serious affair thus far Athenry, Galway, at mid- erday. A large posse of po- d a crowd of people who ng cattle off a farm. The ned the officers.

f the latter were badly hurt, ergeant in command ordered to fire. They fired repeated the crowd and the raiders he fire, finally compelling the retreat, when the graziers eir raid.

hree farm houses have been t night recently.

eral sympathy of the masses people, even in the case of lic officials, which fact ties ment's hands.

o Punish Liberals.

June 11.— At a meeting of Parliamentary party in the Commons to-day it was de- ght the government both in and in the constituencies, in unish the Liberals for fail- Ireland a broader measure Rule than was contained in d Irish council bill.

e meeting had adjourned dmond in behalf of the Irish ed a long statement con- follows: Another proof has ied that Home Rule cannot a policy of conciliation can be won only by hard gorous agitation in Ireland, disciplined party in House of thorough organization of ote in Great Britain and its tely idependently of English rests to push forward the Home Rule by taking every y and means offered in Ire- Great Britain to force upon the grievances Ireland has d the ruinous effects of Bri- n that country.

DGGER DROWNED.

mer Cassiar which has ar- ancouver, brought news of a accident in the North. John a logger, accidently slipped at Reade Island on Wednes- his body was not found until He was 26 years of age.

iar also brought news of the Maynard Collins, a young years, who went north from ten days ago to work for McKinnon, the loggers, and ill a few days after his ar- erything possible was done ut he died two days later at

CTION OF HE CADET CORPS

ston Complimented Colleg- ody on Soldiery Appear- ce While on Parade.

(From Tuesday's Daily.)

oria Collegiate Cadet Corps No. 108 were officially in- onday morning at 10 o'clock reis lawn by Capt. Elliston, district staff adjutant.

pany received the inspecting n the general salute, pre- ms with fixed bayonets. The sented a most soldierly ap- heir uniforms and equip- ith buckle fittings all olished, giving an effect of and neatness seldom seen in ful corps.

liston inspected the ranks to satisfaction, after which the arched past, first in columns a quarter column. The cadet aptain Wilkinson, put the hrough a number of move- which the corps was formed npanies, each company being of its respective company r, Cadet Lieuts. Davys and In each instance cadets did ably, displaying a thorough of the drill, both on the part ers and the men.

pany was then formed up short address Capt. Elliston ted the boys on their drill, reat improvements apparent ad last inspected them. He approved of the soldierly which the cadet officers e corps, and concluded by the excellent scores made dets at the target practices e drill hall during the spring

unt of the wet grass, the g portion of the drill was with but Capt. Elliston stated uld probably find an oppor- witnessing this part of their a later date.

nes, D. O. C. has kindly con- present a prize to the best et in the corps. The winner nounced at the athletic meet h.

wing is the statement of the parade:

3; sergeants, 3; rank and file, 40; seargeants, 1; rank and al strength of company, 44.

SLAVERY IN THE GALAPAGOS ISLANDS

British Subjects Complained of Treatment---War Sloop Shearwater Went South to Investigate and Report.

Having completed her missions to Central America and the Galapagos Islands, the sloop of war Shearwater arrived in port yesterday afternoon after a voyage extending over some 72 days. As previously announced in the Times her visit to the Pacific Seaboard of Central America was for the purpose of protecting British interests in view of the inter-republican war which has been in progress. Her mission to the Galapagos Islands, details of which were brought to port yesterday, has not previously been announced and is of a highly interesting character.

Under instructions from the British Admiralty at Whitehall, the Shearwater proceeded to the Galapagos group of islands to inquire into a state of slavery which was said to exist there. The alleged slaves were British subjects, natives of the West India islands. The Galapagos Islands belong to the republic of Ecuador in South America.

Some time ago two American botanists were pursuing their scientific researches in the islands when some West Indians there informed them that they were being held in a state of slavery and were forced to work and were not permitted to leave the country. On their return to the United States, the botanists informed the government at Washington and the United States at once communicated with Great Britain. The affair was put into the hands of the Admiralty. Instructions were cabled to the Shearwater to proceed to Galapagos Islands and to ascertain the true state of affairs there. The result of the mission was ascertained when the Shearwater reached port yesterday.

It appears that nearly a year ago some thirty West Indians made their way to the Galapagos Islands, where they were engaged to work for a period of six months. Their work consisted in making the primitive bread upon which the natives of the country live. The wages paid were exceptionally low with the result that the West Indians, in order to be able to exist, had to draw their money in advance. At the end of the six months it was found that the West Indians owed their employers a certain sum of money which they were unable to pay. They were then informed that they would have to continue working until they had wiped off the deficit, and that then their services would be dispensed with, and they could return to their homes. The representations made by the West Indians were to the effect that when they had completed the work for their taskmasters they would then have no money to take them back to their own country. They moreover complained that they were badly treated and were in many respects slaves.

Captain Allgood, of the Shearwater, has reported to the admiralty the result of his observations, and the conditions under which the West Indians are held at the Galapagos Islands, and it is expected that the British government will order the men to be deported from the islands back to the West Indies.

Throughout the time the Shearwater was in Central American waters she saw nothing of the fighting which was supposed to be in progress. According to descriptions from those on board the most startling experience which the vessel encountered was an earthquake. This happened late at night while the sloop was lying off Acapulco. Suddenly a terrific shock was felt like the rattle of an anchor chain through a rusty hawse hole. The seas which was compartively smooth seemed to shiver as if in trepidation of a coming storm. Those on board thought for a moment that the vessel had grounded. There was a general rush on deck. Four more slight shocks were felt and the convulsive movements were of a terrifying character to many on board who had never experienced them before. The earthquake seems to have been more pronounced on the water than on the land. Several houses were wrecked at Acapulco, but no lives were lost.

The British sloop arrived at Amapala in time to witness the end of the opera bouffe bombardment of that place. The bombardment was sustained for three days by the Honduran navy, consisting of a couple of tug boats with nine pounders lashed in the bows. No damage was done, as accuracy in shooting was conspicuous by its absence. Some American war vessels put an end to the naval warfare by representing that Amapala was an unfortified town, and therefore, according to international naval law, could not be bombarded.

When the Shearwater was at San Jose de Guatemala she was placed at the disposal of the British minister, L. G. Garden, who was a new representative in Central America, and wished to show his credentials at various ports along the seaboard.

While in the neighborhood of Punta Arenas those on board had an exciting time fishing for sharks. Three of the fish were captured on shark hooks, baited with ship's meat. One of these was 11 feet 5 inches in length and there were a lively few moments on board before the brute was finally dispatched. It took eleven rifle bullets fired by first Lieut. Dalglish before the lashings and the violent spasms of the monsters subsided in death. The jaws of the fish have been preserved and are of such a huge size that they can enclose the body of a large man. Various other parts of the fish have been kept as momentoes by the sailors on board.

When passing between South America and the Galapagos Islands, large schools of turtle were sighted, but although the islands themselves were once famous for these animals, but few of them could now be found there. A shooting expedition extending over three days was organized on the islands, but the sport was of the poorest description.

A strange weather phenomenon recorded by the Shearwater is to the effect that the coldest weather during the trip was experienced at the Galapagos Islands through which the equator runs.

Fine weather favored the voyage of the sloop of war until on her return journey, she ran into a gale off Cape Flattery. There was a heavy swell broken by high waves which washed over the vessel at intervals. Seventy-two hours out from Esquimalt several schools of whales were sighted. These were seen comparatively close in to shore and those on board the Shearwater state that they have never seen them so numerous in any other waters.

The Shearwater's full complement of men numbering 104 who were commissioned last November have been reduced to 83 by repeated desertions. Ten seamen and five stokers deserted at San Delgo attracted by the large wages which are offered in that port. The vessel returned to port with 8 stokers whereas her full complement is 13. It is understood that until a fresh draft arrives from England, Chinese will now be employed on the vessel for the purpose of stoking. It is interesting to note in this respect that the Chinese will receive larger wages than the Britishers who preceded them were drawing.

The Shearwater will remain at Esquimalt for the next few weeks. At the beginning of July, she will proceed to the Bering sea to carry out her patrol work during the sealing season there.

RIDICULES STORY OF JAP CONSPIRACY

No Foundation For Report of Plot to Overthrow Present Administration.

Seattle, June 10.—C. Takahashi, of the Imperial Trading Co., of this city, who went to Washington as representative Japanese on coast to confer with Ambassador Aoki on the proposed mutual exclusion treaty, to-day said regarding the dispatch from Washington last night reporting the alleged conspiracy to overthrow the present administration:

"The writer of the Washington dispatch begins with an amusing political blunder and ends with falsehoods. He seems to have interpreted a suggestion as a complaint. The Progressives in Japan and the Japanese of the Pacific Northwest have nothing in common. The Progressive party is badly demoralized. Its leader, Count Okuma, recently resigned the leadership. The party is practically without a leader. It is untrue that Yakaoka went to Japan to confer with the anti-administration leaders, nor is he the personal representative of Okuma on this coast. He had always fought Okuma's party and supported Premier Saionji. He was editor of Saionji's personal organ.

"An alliance between the Progressives and Japanese of the Pacific Northwest is impossible. The latter are in sympathy with present administration in Japan and wish Viscount Aoki continued as ambassador to the United States."

FATAL ACCIDENT.

Tree Fell on Man Who Was Cutting Timber—Died From Injures.

An accident which terminated fatally occurred near the Montezuma on Tuesday, says the Kaslo Kootenaian. Two Norwegians, William Hansen and Frank Hansen, were in the hills cutting mine timbers, when without a sound of warning, a dead tree crashed down upon them. Frank escaped with a broken rib and a few slight injuries, but William was not so fortunate. He was badly cut about the head and severely injured. Frank walked to the mine to secure help, and several men went to bring the injured man to camp, and a messenger was hurriedly sent here on horseback for medical aid. Dr. Robinson went up as soon as possible and dressed the wounds of the injured men. Examination of William's injuries proved them to be very serious and he was brought to the hospital here on Wednesday morning. He passed away from his injuries in the afternoon. Deceased was about 27 years of age and leaves a widow and two little sons in Norway. A sad feature of the case is that deceased had about completed arrangements to bring his family to Kaslo when his death occurred.

SCHOONER WRECKED.

Twenty-Eight Passengers, Including Twelve Women and Children, Perished.

Barbadoes, June 10.—The French schooner La Jalouse, from Cavenne, for St. Louis, sank off Barbadoes during the night of June 7th. Her commander and twenty-one men reached Barbadoes yesterday. Twenty-eight passengers, including twelve women and children, were drowned.

PRINCE FUSHIMI

Received Hearty Welcome at the Capital—State Dinner at Government House.

Ottawa, June 10.—Prince Fushimi got a royal welcome when he arrived here from Montreal to-day. There were great crowds at the station, and still greater crowds in the city hall square. The city was in gala attire, which combined with the ideal weather conditions must have left a good impression on the visitor.

Earl Grey was at the station to greet his Imperial Highness and conduct him to the Government House.

The address of welcome which the city council presented to his Imperial Highness at the city hall referred to the warm friendship which existed between Japan and Britain and trusted that the alliance might long continue.

"You will note," says the address, "that on the thousand miles of lakes and rivers forming the boundary line between the Great American republic and ourselves there is a total absence of ships of war, and in the remaining two thousand miles along the parallel which forms the boundary line to the Pacific Coast there are neither fortifications nor evidence of defence. In a few years we shall be celebrating the centenary of continuous peace between our neighbors and ourselves."

Replying to the civic address, the prince alluded to the interesting fact that his first visit to Ottawa was coincident with the celebration of the fiftieth anniversary of the selection of Ottawa as the seat of government for Canada. After alluding to trade matters he expressed his gratitude to King Edward for placing a warship at his disposal, thus enabling him to girdle the earth under the British flag.

This afternoon Prince Fushimi visited the experimental farm and in the evening there was a state dinner in his honor at Government House.

To-morrow morning the prince will start on a visit to the Thousands Islands and Niagara.

The Prince's Birthday.

Montreal, June 10.—Yesterday was the fiftieth birthday of Prince Fushimi, a fact that was known to comparatively few Canadians, but which came to the knowledge of Sir Montague Allan. In consequence Lady Allan presented His Imperial Highness with a handsome pearl pin. The prince, not to be outdone, bestowed upon Sir Montague the third degree of the Order of the Rising Sun, a high Japanese decoration.

His Highness commented upon the pleasure of his Canadian visit so far as it has gone.

MAN STOLE A RAILWAY TRAIN

SET OUT FOR TRIP FROM BELLINGHAM

Made Run North and Then Returned to Depot--Is Now Under Arrest.

Bellingham, Wn., June 11.—The Great Northern Seattle-Bellingham local train was last night stolen from the depot, where it was left a few minutes while the crew went to lunch, by Barkley McCutcheon.

Jumping into the cab McCutcheon threw open the throttle and away the train shot, going north at a terrific speed. The train crew rushed for a speeder and followed until it was discovered the man at the valve had reversed the train and was returning south.

The crew was barely able to get off the track in time to avoid being run down.

McCutcheon has been arrested.

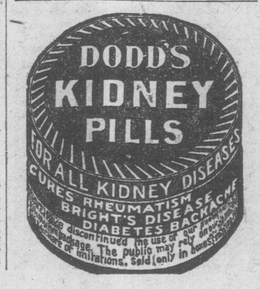
FOUND DROWNED.

Body of M. Berlange Recovered From Waters of False Crek.

Vancouver, June 10.—The body of M. Berlange, an employee of Champion & White, was found floating in the waters of False Creek close to Armstrong & Morrison's wharf about 11 o'clock this morning. It appears that Berlange has been missing since Saturday. Nothing whatever was known at an early hour this afternoon as to how the unfortunate man came to his death. Berlange was about 45 years of age and has worked for Champion & White for about a year. For the past three months he has worked for the company at Sechelt, where he had charge of the scows, and he was expected to go back there yesterday. He was last seen by the captain of the tug Alice, who is reported to have given Berlange some money. Berlange is said to have a daughter residing somewhere up the line.

JOHN MATHER DEAD.

Ottawa, June 10.—John Mather, a millionaire, died to-day. He was president of the Free Press, Winnipeg.



R. MARPOLE IS DISAPPOINTED

AT AMOUNT CITY INTENDS TO FILL IN

Conference Will Be Held Relative to James Bay--Business Before the Council.

The city council Monday disposed of a very full docket of routine business, a hint from the Mayor that it might be necessary to call a special meeting during the week if the business was not put through, rendering the aldermen in anything but an argumentative mood. The parks' board by-law was finally passed with several amendments, mostly changes in the wording made to avoid confusion in interpretation. Two other by-laws, the sewer loan guarantee by-law, 1907, and a by-law amending the public morals and curfew by-laws were advanced to their final readings.

E. G. Prior & Co. wrote asking the board to permit the use of a patent fire roofing within the city limits. The Mayor pointed out that, although one patent material had been permitted within the limits, it would not be wise to allow any more. In that case the council had allowed a by-law to be broken, but in future provisions of all by-laws should be observed.

Ald. Gleason opposed the council granting permission for the use of any patent fire proofing in the city.

Ald. Ross—If the underwriters are willing to take the risks why should we bother?

The matter was finally referred to the fire wardens for consideration and report.

A. T. Goward, local manager of the B. C. Electric Company, wrote notifying the council that a man belonging to the crew of the electric street sprinkler, operated jointly by the city and the company, had fallen from the bar and sustained injuries necessitating treatment in the hospital.

This communication was received and filed, the Mayor remarking that it would not be wise for the council to acknowledge any liability in the matter.

J. G. Brown wrote enclosing the resolution passed by the property holders of Spring Ridge at a recent meeting. This resolution was published in the Times a few days ago. The council was not ready to take action on the course advised in this recommendation, that of buying the whole property, and the resolution was referred to the streets' committee for careful consideration.

A statement made to the Times last Saturday by Ald. Verninder was illustrated in a forcible way by the next communication. T. O. Mackay informed the aldermen that while returning from Beacon Hill park with a party of ladies and gentlemen in his auto the machine struck a mound of earth on Douglas street and sustained damage to the amount of $30. One of the lady passengers was thrown out, but fortunately escaped serious injury. The writer asked that the matter be enquired into immediately.

This letter was referred to the city engineer, who expressed an opinion that the mound which caused the accident was gravel for sidewalk work.

The city solicitors wrote in connection with the request from the board of trade that the council declare itself in favor of the street car lines being used for the hauling of freight to wholesale houses. He advised the council not to commit itself by making any such resolution. No action should be taken until a request was received from the street railway and the other lines, and then the matter could be gone into fully.

The Mayor suggested that a bare resolution saying that the council favored the scheme would not commit the aldermen to any definite action, while he believed that it would satisfy the merchants.

Ald. Hall—I am not by any means opposed to the use of street car lines to expedite business, but I do not think it is wise to fly in the face of the advise given by the city solicitor.

Several of the aldermen expressed similar sentiments, and it was decided that the city solicitor's letter be forwarded to the secretary of the board of trade.

Mayor Morley read a petition from about sixty-eight day employees of the city asking for a further increase of 25 cents a day. The petition recited the conditions which made an increase necessary, the high cost of living being the main one.

The Mayor stated that he had received a deputation of the men in his office during the week and had explained to them the small chances of the council being able to grant the increase on account of the city finances being somewhat restricted. The deputation had, however, asked him to present the request to the aldermen.

Ald. Vincent moved, and Ald. Ross seconded, that the matter by laid upon the table until the state of the civic purse was determined.

Ald. Fullerton opposed indefinite delay. It might be possible to have a meeting with the men. If it was purely a question of finances he could not, himself, see how the petition was to be granted. The majority of the aldermen expressed themselves as favoring the granting of the request, but the money is not avilable this year to do it.

Ald. Vincent's motion was put and carried unanimously.

Christina Reynolds et al petitioned for the improvement of a portion of Linden avenue under the local improvement system. This was referred to the streets committee.

Another petition from the residents of Bank street was also referred to this committee.

The city engineer and city assessor reported that the cost of straightening Cook street, between Fairfield and Dallas roads would be $12,942, of which the city would be called upon to pay $3,334. The writers recommended that the work be proceeded with.

This report was adopted.

A report was received from the city engineer and assessor in regard to the piece of land located at the north of the race track which was mentioned in the council as a piece of property that might net a good sum for the city of sold. The report suggested that the city increase the value of the property by purchasing a strip 66 feet wide along one side of it so that a road could be laid down from the land to Cadboro Bay road. They also recommended that the land be sold en bloc.

The Mayor said that there had been some talk of the Dominion government locating an experimental farm outside Victoria and the city might dispose of the property for this purpose.

Ald. Meston was of the opinion that the land would be too expensive for the government but the Mayor thought otherwise.

It was decided to have the city engineer find out the feelings of the people living in the vicinity of the land referred to with a view to ascertaining whether they would pay part of the cost of constructing the road advised.

The street railway company asked permission to lay a spur across Tolmie avenue to Baker's brickyard for the purpose of hauling out filling for the James Bay flats. This request was granted.

The city purchasing agent recommended the acceptance of the tender submitted by the Hinton Electric company for the electric motor to be used for the city concrete mixer. This report was adopted subject to the approval of the city electrician.

The finance committee recommended the payment of accounts totalling $7,678.51. This report was adopted.

A very brief report from the streets committee recomended that in conection with the communication from Parsons, Love & Co., regarding sewering the Dunedin avenue the writers be informed that the city is not at present in a position to sewer this district, but that it will be sewered into a septic tank in the neighborhood of Victoria Arm.

This was adopted.

W. J. Pendray of the British America Paint Company requested that the city, while making improvements on Belleville street, have the grade lowered as it is very heavy at present for horses. This letter was referred to the streets' committee.

The Mayor informed the aldermen that he was in receipt of a letter from R. Marpole, of the C. P. R., in which the writer expressed disappointment because the Mayor and several of the aldermen had doubted the obligation of the city to fill in more than 23,000 cubic yards of the James Bay flats. Mr. Marpole asked that he be allowed to appear before the council and state his case.

A meeting may be arranged for next Friday.

The sewer loan guarantee by-law and the amendment by-law of the curfew and morals by-laws were advanced to their final stages. Three by-laws in connection with the improvement of Rockland avenue were also advanced.

The Mayor suggested when the regular business was exhausted that the council consider the question of how to best ensure the passing of by-laws involving the expenditure of money.

Ald. Hall suggested that the reason why these by-laws usually met with defeat was because they were put before the people at the wrong time. He believed that all by-laws of this nature should be put before the people at the elections when a really representative vote could be secured.

His Worship pointed out several points which made this course impracticable and finally the city solicitor was asked for advice on the matter. He will report at the next meeting.

Aldermen Fell, Henderson and Hanna were absent from the meeting.

TROLLEY CAR CAPSIZED.

Two Persons Killed and Fourteen Injured in Los Angeles.

Los Angeles, June 9.—Two passengers, a man and a woman, were almost instantly killed, and upwards of fourteen others were more or less seriously injured this morning when a city bound trolley car of the Los Angeles Railway Company jumped the track while rounding a sharp curve at Colorado and Center streets and turned completely over. The car was going at a high rate of speed.

The dead are Gwendolyn Barrows, Grass Valley, Cal.; Fred Vent, Los Angeles. Seriously injured include Jack Green, back broken, injured internally, who will die.

VANCOUVER NOTES.

Vancouver, June 11.—A motion to ask City Engineer Clement for his resignation was made by Ald. McPhadden at last night's council meeting, and was laid over for two weeks.

A proposal is on foot to erect a $50,000 monument to Capt. George Vancouver, to be unveiled in this city on the twenty-fifth anniversary of the issuance of the city charter, which will be April 6th, 1911.

SUDDEN DEATH OF THOMAS MACFARLANE

The Chief Dominion Analyst Dropped Dead When Leaving Rockcliffe Rifle Range

Ottawa, June 11.—Thomas Macfarlane, Dominion analyst and one of Canada's foremost scientists, dropped dead at Rockcliffe Rifle range. He had gone thither to keep a professional appointment and on the conclusion of the business in hand, left the D. R. A. building in a hurry to catch a passing street car. He had taken but a few steps when he fell to the ground. Mr. Macfarlane was dead when picked up.

He was in his 73rd year, and was very popular. A wife and grown family of eight survive him.

Mr. Macfarlane's latest published works as chief analyst was the bulletin on breakfast foods issued a few days ago.

The highest inhabited place in the world is said to be the Buddhist monastery of Ilane, in Thibet, which is situated about 17,000 feet above sea level.

THE TRIAL OF EUGENE SCHMITZ

PROSECUTION HAS CLOSED ITS CASE

San Francisco's Mayor Takes the Witness Stand in His Own Defence.

San Francisco, June 11.—Mayor Eugene Schmidtz took the stand in his own defence this forenoon, the prosecution having completed its testimony. Little developed up to the noon adjournment.

Heney and Burns are both confident. "Wait till you hear Heney's closing argument," said the famous detective this morning.

The prosecution has taken the case through the mazes of administration intrigue, showing first that the mayor called a conference of the police commissioners and ordered them to hold up the licenses for French restaurants, then establishing that the restaurant proprietors raised a protection fund and paid money to Ruef not as attorney's fee, but as political blood money, and that immediately thereafter Schmitz called the police commissioners together and ordered them to grant the licenses.

There was some disappointment among the public that Ruef was not called as witness against Schmitz, but Heney evidently felt the case sufficiently strong without him.

DISPERSED BY POLICE.

Tourcoing, France, June 10.—The first organized attempt of the clergy to hold a street procession since debarred from so doing by the church and state separation law, took place here yesterday and was promptly suppressed by the police. Priests of the church of St. Christopher, at the head of 3,000 members of the congregation, with banners flying, formed up in the church, but the procession had hardly got out of the door when with considerable scuffling and arrest of manifestoes, the procession was dispersed by gendarmes.

ROAD BORDERS TO BE TRIMMED

OAK BAY WILL CUT BACK THE SHRUBS

Council Agreed That Minimum Width of Roadway Should Be Twenty Feet.

The Oak Bay municipal council held their regular fortnightly meeting on Monday in the Foul Bay road school house. The meeting was well attended, there being present Reeve Oliver (in the chair), Councillors Newton, Fernie, Sutherland, Noble and Rattenbury, and Municipal Clerk Floyd. In addition to the council there was a strong representation of the municipality's prominent property owners present, who had assembled to oppose the resolution the council had taken at a former meeting to remove the brush and shrubbery from the sides of certain of the roads of the municipality. These gentlemen were given an opportunity of expressing their views on the subject, and without exception vigorously opposed any such action that would to so large an extent detract from the natural beauty of the municipality. By the removing of the broom, rose bushes and oak trees which visitors admired so much, Mr. Cross, a local real estate agent, claimed that property would be depreciated at least 50 per cent.

A number of communications, signed in all by about 40 of the property holders of the municipality, were laid before the council and these were all in the same strain, vigorously opposed to the council's resolution of destroying the beautiful rural effect which these hedges created.

These communications, as well as the words of the property owners present, called forth great discussion among the council.

Councillor Sutherland pointed out that in many places the roads in the municipality were not more than ten feet wide, especially on the Foul Bay and Shoal Bay road, and lined as they are with high hedges of broom and brush, which renders totally unseen the approach of vehicles, even a few yards ahead, they are a continual menance to the safety of the community and should be removed.

Councillor Fernie was of the same opinion. While he did not advocate the total destruction of the hedges, from fence to fence, he at least thought they should be trimmed back to regular road width. He stated that roads were made for traffic and not for hedges, and that the safety of the community should surely be considered before the beauty of their roads.

Councillor Sutherland stated that the council had never intended the total destruction of the hedges on existing roads, and he pointed out that the property owners must be laboring under a great misapprehension, as the only roads referred to in the council's resolution were St. Patrick's street and Saratoga avenue.

Councillor Rattenbury rose to his feet and proposed that some definite plan of action be taken, and he moved a resolution that insomuch as the sentiment of the residents was in favor of preserving the hedges and boulevard effect of existing roads, that the council make an effort to do so, and only trim back the bushes when it was absolutely necessary to do so. He also moved a resolution that the minimum width between the hedges in all roads be twenty feet.

This resolution was passed unanimously.

The meeting was chiefly taken up by the discussion of this question, and at its conclusion there was little time left for the routine work.

A communication from C. Hamilton, regarding the open drain on Hampshire road, was referred to the roads and bridges committee.

The subject of the city's drainage upon Foul Bay road was again discussed, and the report of the special committee appointed to await upon the Mayor was heard.

Councillor Rattenbury stated that the city engineer proposed to remove the nuisance immediately by a branch sewer from Oak Bay avenue.

It was decided that the same committee should again wait upon the city authorities to urge the most immediate steps in the matter.

A communication from Dr. Fraser was read in which he stated his willingness to act as health officer in the municipality for a fee of $2.50 for each case he attended. His offer was accepted.

Reeve Oliver reported that he had made arrangements for the purchase of unlimited quantities of gravel at current prices from the old gravel pits at the Oak Bay golf links.

Mr. Noble pointed out that the location of the street car shed on Saratoga avenue, in the present condition, is in the way of opening up of the road.

Clerk Floyd was authorized to communicate with Mr. Goward, asking him to turn the shed endwise instead of crosswise, as it now stands.

The council decided to at once place a culvert to connect Central and Montrey avenues, and also one on McNeill avenue.

A communication was read from a party of campers at Shoal Bay desiring privileges of trap shooting at clay pigeon on the beach. This privilege was granted subject to the council's power of withdrawal at any time on the condition that the party use the utmost caution and shoot only over the water.

Several small accounts were settled and the meeting then adjourned.

FIRE AT WARDNER.

Main Part of Business Section Destroyed—Many Narrow Escapes.

The main part of the business section of the town of Wardner, in the Kootenay, was completely destroyed by fire Wednesday night. The fire originated in a bedroom in the Wardner hotel, where one of the boarders had left a lamp lighted which, it is supposed, exploded and the flames spread so rapidly that nothing could be done to save the building.

The post office and store belonging to G. Donohue, which adjoined the Wardner hotel, was also burned to the ground and there was no time to save anything. The Union hotel was saved with great difficulty and for a time it seemed as if the store belonging to the Crow's Nest Pass Lumber Company would be destroyed, as the roof took fire, but the men worked bravely with buckets of water and wet blankets and saved the building, although the glass in the large shop window was broken from the heat of the burning hotel across the street.

Another large building which fortunately happened to be vacant, was burned to the ground, so that the main street of the town is now a desolate waste of smoldering ruins.

No lives were lost but several people had to jump from the hotel windows to save their lives, and several of the boarders lost their whole month's wages, as no one waited to save even their most valuable possessions.

A valuable horse belonging to Mr. Donohue was burned in the barn.

The total loss occasioned by the fire is reported to be about $10,000, and on only a very small part of this was there any insurance at all.

The hotel building, owned by Mr. Thos. Crahan, was insured for $3,000; the contents, owned by Mr. Bohart, was insured for $1,000.

OTTAWA CHURCH DESTROYED BY FIRE

Magnificent Catholic Edifice Burned Down--The Loss is Placed at $155,000.

Ottawa, June 11.—Sacred Heart church, considered the most magnificent Catholic edifice in Ottawa City, was totally destroyed by fire yesterday, entailing a loss of $155,000, with insurance of $90,000.

The fire broke out shortly before 6 o'clock from some cause unknown. There were no fires in the building at the time and the electric current was turned off.

The flames originated in the main entrance, and by some it is thought that boys smoking cigarettes in the main entrance were responsible.

Fire gained considerable headway before it was noticed and in spite of the fact that the whole brigade was called to the scene, it was impossible to check it, the church being totally destroyed.

Rev. Father P. deChanslois, of the Oblate Juniorate, who was near at hand, rushed into the church and saved the blessed sacrament and Rev. Father Auclair rescued the vestments and sacred vessels.

Two firemen had narrow escapes by the falling of the stone wall.

The church was the property of Oblate Order of Priests, who a few years ago suffered considerably from fire when the Ottawa university, also their property, was destroyed.

MAIL STEAMER FLOATED.

Puntas Arenas, Chili, June 11.—The British royal mail steamer Ortega, which went aground on Triton Bank, Straits of Magellan yesterday, got off at the next tide unassisted, and proceeded, apparently without having sustained any damage.