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Ontario Campaign Opens.

ro, Sept. 4.—(Special)—Mr. Mc-
pened the Ontario election cam-
a meeting of East York Liber-
at Markham yesterday.

(From The Daily Colonist, September 5)

BACK FROM THE NORTH

The "Queen" Arrives From Alaska and Brings but Little News.

The Skagway Trail Closed for Repairs—Armed Men on Guard.

The steamer Queen arrived in port yesterday afternoon about half-past three and left again for Seattle shortly before six. Her passenger list consisted of about seventy all told, most of whom are excursionists who have made the round trip. There were also about a dozen men who having made the attempt to get into the Klondyke by the Dyea or Skagway trails, have abandoned the enterprise in disgust, and these men all confirm the reports brought down by the Islander and Danube as to the state of the trails.

Amongst them were two who went up from Seattle last month, and who had made their way as far as Lake Bennett before commencing their return journey. They say that the Dyea trail, which was reported a few days ago to be in much better condition than the Skagway route, has now been rendered almost as bad as the latter owing to so many having gone to Dyea after abandoning the Skagway trail. At Lake Bennett they left about eight or ten parties encamped, some of whom had been a month accomplishing that distance. An old-timer, who had spent many years in the lakes country, is reported as saying that no one who attempts the trip down Lake Bennett after the tenth of this month has the least chance of getting through, as the prevailing winds, which until that date are southerly, change about then and for weeks a northerly wind, against which boats can make no progress, prevails.

The Skagway trail had been closed for three days when the Queen left, men with loaded rifles being stationed along the road to keep back those who offered to go through, measures which were rendered necessary in order to allow the work which is being done to proceed without interruption, and also by the fact that Porcupine Ridge had been undermined with dynamite.

The New York World representative brought up from Juneau two tons of dynamite, it is said, and the point at which the blasting is to be done is where the ridge has to be climbed at an angle of about 45 degrees and descended on the other side on a similar gradient. The plan adopted is to blast out a portion of the side of the cliff which overhangs the river, so as to allow of the trail being cut around the steep bluff, and if successful a very difficult climb of several miles will be saved.

The usual stories of dead and dying horses along the trail, abandoned provisions and lumber, discouraged men and depressing conditions are brought down by the Queen's passengers, and the idea of anyone attempting to go in this fall is unanimously condemned.

"This makes me tired," said on man, pointing to a letter published in the Post-Intelligencer of the 3rd inst., in which the writer said the difficulties of the journey had been overestimated. "Why look here, the man who writes this has according to his own account only got to the foot of the first hill, and any tender foot could get there, but he will sing a mighty different song when he gets a little further on."

"Yes," chipped in his companion, whose sickly appearance furnished ample evidence of the hardships and privations he had gone through, "and that's the sort of stuff which is responsible for the crowds who are even yet thinking of going up this winter. Why," he continued, warming to his subject, "any paper who will recommend anyone to attempt that journey at this time of the year ought to be indicted for murder." About two hours from Sitka the "Queen" met the "Dora," bound for that port from St. Michaels with a number of passengers aboard, but of course was not able to obtain any intelligence from her. The City of Topeka will in all probability bring down any news the Dora may have from the Yukon district.

Three or four boats were met bound for Skagway and considerable chaffing was exchanged between the returning and the departing gold seekers. The Queen did not leave Skagway until after the Danube and has since been to the Muir glacier and her other regular points of call. A portion of her cargo consists of fish oil for shipment to England.

THE CITY.

Mr. Hayden, Royal Navy, chief boatswain, naval yard, Esquimalt, for the past three years, left this morning for England. He has been succeeded at the naval yard, Esquimalt, by Mr. Case, late of H.M.S. Repulse.

From the 11th to the 14th instant the officers and members of the Salvation Army will hold their usual Harvest Thanksgiving services. Every effort is being made to render the programme equal to the occasion, which in view of the magnificent harvest throughout the Dominion, is an exceptional one.

J. D. Taylor, who has been associated with the Colonist editorial staff for several years past and now occupies the position of night editor, was yesterday married at Grace church, Ottawa, to Miss Janie Henderson, eldest daughter of the late Rev. J. H. Jenkins, rector of Three Rivers, P.Q. The wedding was solemnized by the Rev. G. A. Hanington.

There are numerous specialties arranged for the Fifth Regiment picnic at Sidney next Saturday. One of these is the formation of a large family party and another is a prize competition for the best cake contributed to the men's refreshment tent. The picnic will be a distinctly public one, with sports for all, plenty of music, and dancing in the pavilion. The Regiment band will play a miscellaneous programme during the afternoon, and they will also provide the music for the dancing. Trains will leave Victoria at 10 a.m. and 2:30 p.m., and Sidney at 5:30 and 8:15 in the evening.

General A. G. Montgomery-Moore, commanding Imperial troops Dominion of Canada, accompanied by his wife, Hon. Mrs. Montgomery-Moore, have left Ottawa on a tour to the Coast, during which they will pay a visit to Victoria. Among their party are also Captain the Hon. J. G. R. U. Colborne, South Staffordshire Regiment, Aide-de-camp to General Montgomery-Moore; Captain M. M. Morris, R.A., Lady Margaret Domville and Hon. Miss Colborne. Captain the Hon. J. G. R. U. Colborne served in the Soudan expeditions 1884-5, and was present at the action of Kirbekan where he was severely wounded, and was awarded a medal with two clasps and bronze star. The Captain also took part in the Soudan operations of 1885-6 with the Frontier Field Force.

At half-past two yesterday morning the fire brigade was called out to Francis avenue, beyond the Burnside road, where a house occupied by Mr. Colborne was discovered to be on fire. Mrs. Colborne and three children had retired to rest leaving a fire burning in the kitchen stove, and about twenty-five minutes past two the noise caused by the fire awakened the mother, who immediately rushed over to a neighbor's house for assistance. A Mr. Ferguson lost no time in getting to the scene, when the fire had already made great headway, and with difficulty succeeded in getting the children out in safety. In spite of the prompt arrival of the firemen the house was burned to the ground and the contents destroyed, with the exception of a small quantity of furniture which was taken out by the neighbors. The house was insured for $800 and the furniture for $400, in companies represented by Messrs. Pemberton & Son.

OVERLAND TO THE YUKON.

Mounted Police Detachment Starts To-day From Edmonton.

Ottawa, Sept. 2.—(Special)—The detachment of Northwest Mounted Police which is trying the overland route to Klondyke leaves Edmonton to-morrow. It consists of one inspector and five men. The citizens of Edmonton have subscribed to send two civilians along with the detachment, who are to get through to the Yukon before winter sets in if at all possible. The men will travel on horseback, supplies being taken on pack horses, and as this has been the first attempt to reach the Yukon country in this manner, the experience of the detachment will be of great service to persons seeking confirmation about this route.

WARNING TO WHEELWOMEN.

Refused to Pull a Lady's Teeth Because She Wore Bloomers.

San Francisco, Aug. 31.—Mrs. Annie Kirk and her husband, W. S. Kirk, have sued W. A. Atwood, a dentist, for $250 damages, alleged to have been sustained because he positively refused to examine the lady's teeth after he had agreed to put them in good condition. The reason for his refusal was that she came to his office on her bicycle and wore bloomers. She complains that he drew the line at her attire and expressed himself too freely before other people in his reception room.

VANCOUVER JOCKEY RACES.

Races Close and Good Finishes.

Vancouver, Sept. 3.—(Special)—The Jockey club held a very successful meet to-day at Hastings. Every race was fought to a finish and every finish was under the whip. The results were:

One and a half mile run, Mr. Woodrow's Catalogue.

Five-eighths of a mile run, Salem 1st, Major 2nd, Dewdrop 3rd.

Buggy race, Mr. Rose's Jenny, 3:10.

Colt trot, E. P. Queen's Stormount Junior, 3:15.

Two-thirty trot unfinished; Fanny Putnam two heats, Barnacle two heats. Best time 2:36.

SIR CHARLES COMING HOME.

He Sails For Canada In a Few Days More.

London, Sept. 3.—Sir Charles Tupper returned to London from Scotland today. He had intended proceeding to Italy, but an urgent business summons from Canada compels him to sail on the Parisian September 9. Sir Charles refrains from taking any part in public affairs and is chiefly occupied with gold mining companies.

After....

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a course of Ayer's Pills the system is set in good working order and a man begins to feel that life is worth living. He who has become the gradual prey of constipation, does not realize the friction under which he labors, until the burden is lifted from him. Then his mountains sink into molehills, his moroseness gives place to jollity, he is a happy man again. If life does not seem worth living to you, you may take a very different view of it after taking

Ayer's Cathartic Pills.

THE SELMA FORSAKEN.

Only a Customs Officer in Charge of the Vessel at St. Michael's.

Captain and Crew Start for Klondyke Leaving the Vessel to Her Fate.

According to news brought to the Sound by some of the Northern steamers the little schooner Selma, which a few years ago was the baby of the sealing fleet, is now a prisoner at St. Michael's without a claimant or owner of any kind save a few customs officers. Early last spring the Selma fitted out in Victoria on an extensive trading tour which would take her to the mouth of the McKenzie river among the whaling fleet there gathering. Her crew consisted of Peter Nelson, captain; Chris Lee, mate; John Lundquist and A. Washburg, sailors. John Lundquist was owner of the vessel, and the fact of his being one of the crew accounts for the silence that has long reigned over the schooner's movements. Lundquist only purchased the schooner a short time prior to his leaving here for the North, and having been at St. Michael's just in time to see the tons of gold come down on the river boats and reshipped for South ports, it is not surprising that he should be stricken with Klondyke fever, for it seems that not only he, but the entire crew of the vessel, forsook the Selma and struck for the upper Yukon mines. His trim little schooner, it is said, dropped anchor at St. Michael's on the 25th of July and was boarded by George Dunn, the deputy collector at that port, who demanded to be shown her papers. These were produced, and showed that the schooner had cleared from Victoria on March 30 for the McKenzie river, for the purpose of trading. But St. Michaels being a foreign port the vessel's presence at once demanded an explanation, which Captain Anders promptly sought. He was informed that the Selma was forced to return by the ice in the Arctic, which prevented her reaching the McKenzie river. The Selma, it further is stated, was then given twelve hours to clear out of port, but shortly afterwards one of the Yukon steamers bound up stream left St. Michaels, and the captain and crew of the little schooner having better faith in the prospects that awaited them on the Klondyke than in the further prosecution of their trading expedition took passage, leaving the vessel to look out for herself. Capt. Anders now had the craft to himself and he is in a quandary what to do with her. After seizing the vessel, it is stated, that he had been engaged in trading among the Aleutian islands and along the Alaskan coast. The Selma since she was built three years ago by Capt. Jones has had a very eventful career. At Sitka on her maiden voyage her owner and builder died of consumption. Next year she was seized while engaged as a sealer and this year she has again fallen into the hands of the United States authorities. She is a small vessel of 25 tons register.

MARINE NOTES.

After general repairs the American bark Olympic was launched from the Esquimalt marine railroad yesterday. She at once proceeded to Departure Bay in tow of the Lorne, to load coal for San Francisco, after the delivery of which cargo, it is said, she returns to the Sound to load spars for Boston.

This morning the tug Czar will be hauled out on Bullen's ways to have some broken flukes of her propeller removed and new ones adjusted. So pressing is business with the vessel now that her manager hardly knows which one of over half a dozen jobs to first undertake.

The steamer City of Kingston will leave the outer wharf this morning at 8 o'clock. She will not come to the inner harbor, as she has a heavy consignment of paper for transhipment to Australia to discharge at the outer wharf.

The schooner Annie C. Moore has commenced loading her cargo of hay and other produce at the Brackman & Ker mill wharf. She will sail to-morrow in command of Capt. Hackett.

H.M.S. Amphion left Esquimalt for Comox for target practice yesterday morning.

DE BARRY IS ANGRY

And Denies That a Canadian Named Wilson Was Deported.

Buffalo, N.Y., Sept. 3.—Immigration Inspector De Barry is very angry. In fact he could not find words to fully express just how angry he is to-day. The cause of his wrath is the manner in which some Toronto papers have commented on his reported action in causing to be deported from Buffalo to Canada a man named Charles Wilson.

Mr. De Barry said this morning: "Whoever devised the original story was a liar. There has never been any such man as Wilson deported. The post office department is not a detective agency organized to help my office. There is no such establishment as the T. E. Rice iron works. The Canadian newspapers are evidently bent upon stirring up trouble, and they are seemingly helped by correspondents from this side. It really does not matter to me. I have simply been carrying out the laws of the country as they are laid down in the statute books, but in this particular case they are away off their guard. There is no Wilson recorded in my books of deportations, and if he lost his job on this side, even if any such man existed, it was because he was discharged, and not because his case was brought before me. The man who says he interviewed me asked two or three questions away last February. Out of my answers, which were of the shortest possible character, he made a column and a half, while all I said would not have made ten lines."

Wheat and Metals.

New York, Sept. 3.—Wheat closing; Sept., 99¼; Oct., 97¾; Dec., 97. Pig iron steady, Southern, $9.75 to $10.00. Copper steady, broxers, 11¼; ex., 11.15 to 1.25. Lead strong, brokers, 3.85; ex., 4.25 to 4.30. Tin easy, Straits, 13.55 to 13 60. Plates steady. Spelter dull, Domestic, 4.25 to 4.30.

ALBERNI ALL RIGHT.

President Hayward of the Consolidated Alberni Returns From the Mine.

The New Government Road Just Opened—A Mammoth Specimen of Ore.

Mr. Charles Hayward, president of the Alberni Consolidated mines, returned from a visit to the company's properties last night.

Mr. Hayward said he had never returned from a mining trip feeling so much encouraged as he did last night, and from the reports made, the samples of ore shown, and the general pleased demeanor which the gentleman himself bore, his assertion was easy of belief. "Consolidated Alberni is all right" said Mr. Hayward, and in confirmation of the remark proceeded to show a sample of ore which he jocularly referred to as his "baby" and which, weighing more pounds than one would care to have to pack any distance, fairly sparkled with the yellow metal.

To followers of the racing game and uninitiated spectators his finishing speed is equally marvellous. He is, nevertheless, in a measure disappointing, for he is undoubtedly erratic in his riding. If he has good position for the sprint, he will come up like a flash of lightning. If he is not well placed on rounding into the stretch for home he is just as liable as not to then and there concede the race as lost. He is beyond a doubt a wonderful rider, but he is, nevertheless, not to be depended upon to fight a race to the last inch if it is not already mortgaged to him.

Yesterday's races were not a "pick up" for the San Jose wonder by any manner of means. Allan Jones beat him out in the final of the third, at the same time establishing a new record at the distance for Canada. And George Sharick won the two mile handicap from the 25 yard mark, although the chief contest in this race was not for place but for safety, a general smash marring what promised to be the most magnificent race of the day.

It was this spill and one or two others, with unavoidable but none the less vexatious waits, that cast a damper on the afternoon's sport. Of course the lowering clouds had made the attendance limited, and the blueness of the promoters of the meet in consequence may have been contagious. On about the tenth race on the card the proceedings were in fact dragging very wearily. And it was just about this time that that little white dog appeared on the scene to drive ennui from the grand stand and become chief actor in the most heartily appreciated event of the afternoon.

Just how many dozen men and boys joined in the pursuit of that hapless but energetic pup will never be recorded. They might have been chasing him yet had not the owner at last appeared. But the dog saved the races from monotony at a critical time, and no competitor of the day is more deserving of honorable mention.

THE PROFESSIONAL EVENTS.

An Uncommonly Large Entry With Good Men From Near and Far.

With twelve high class pros. to make the sport, the races in this class could hardly escape being interesting. With Jones, Ziegler, and one or two others of that grade to make the running, they naturally had to be fast.

First there was the one-third mile, in which Jones eventually captured the Canadian record. Six men ran in a heat, and halt the number qualified. The opening trial resulted in a fine battle for place between Jones and Vaughan, the former winning out with Whitman in third position. Ziegler made his first appearance in British Columbia in the second heat, of which his brilliant finish was the feature. Downing finished second and Eddie Allen third. The final was fast but not especially noteworthy until the bunch rounded into the homestretch. Then Jones was seen to shoot for home like a rocket while Ziegler lost ground by running around and coming home on the outside, in bad position for the drive. The little demon claimed to have been the victim of unfair team work, but there was nothing in Jones' riding to justify a suspicion of crookedness and his victory stood sustained.

George Sharick and Hardy Downing paced the trials in the open mile, which were chiefly remarkable for a bad spill in the first that cost Jones a place, and for Downing's last and steady pacing in the second. For the final, Staver and Elford went up to pace and a pretty fight for the tandem ended in Downing winning the machine with Ziegler at his wheel. They held their position until the pacer was dropped, when the San Jose wonder beat the youngster out, in the record time of 2.06 1-5.

The two mile handicap gave promise of a magnificent race, but ended disastrously. Ziegler from scratch soon caught the nearest parties to him. At the same time the middle distance starters quickly overhauled the limit men. They rode for a lap or two in two bunches, the foremost being paced so slowly that it looked as though some fifth line from the editorial caption "The one was holding the company back for the flyers to catch. This they soon did, and all went well in funeral time until Vaughan in sorting out position touched another wheel, and in a moment seven riders had been brought down, Jones—unlucky No. 13—again among the fallen. The race at this stage became a struggle to keep up, and so the finish was tame beyond comparison.

SPORT FOR SPORT'S SAKE.

The Amateurs Put Up Grand Races, Each and All Riding His Level Best.

Wing, Shipp, Mott, Cotter and Christopher! It was not a very long string to contest the open amateur events, and yet these five riders put up such racing as northwest tracks during the past four or five years have seldom witnessed. They had entered to ride, not to loaf, and when tandem pacing was withdrawn they put an object lesson in sportsmanship before the professionals by distributing the donkey work amicably and riding so hard and so steadily that the record for the distance—even with pace—came tumbling down.

Such clean, honest racing as these five amateurs put up wins for each and every one of them the respect and friendship of every true sport-lover in the country—there will be hearty welcome for each whenever he may again chose to visit Victoria.

Of the novice race very little can be said. Humber had not only his junior rival Bradley outclassed, but the road champion Campbell as well. It was Humber's race from the pistol shot, and he won practically as he pleased, with Campbell second, in 2:39 2-5.

As soon as he had recovered his wind Humber found himself behind Ernest Bradley on the two-seater, they having been pressed into service at the last moment to pace the amateur two-thirds. Either they were started too far ahead of the bunch, or the latter were afraid of them and made no very strenuous efforts to tack on—in any event the tandem failed to assist the riders, although it gave just about as lively a pace as one would want to follow.

The quintette of racers paid no attention to the pacing machine, but left to themselves made as pretty a race ten yards behind as could be asked for. The finish was a hard drive from the eighth mark, Watt Ship, the Salem rider, leading in the jump, but being overhauled by Wing, "the indoor king," three yards from home. Percy Mott was third, and the time, 1:36 2-5, replaces Essay's 1:44 as the record for the province of British Columbia.

In the mile, Cotter, the Tacoma boy, captured the honors with the prettiest steal and the longest sprint of the day. The same five were riding this time unpaced, and were just commencing to play for position as they entered the back stretch for the last time. No one looked for the finishing to commence so soon—neither riders nor spectators. That was where Cotter fooled them. It was all done before the others in the race caught on. There was a black bundle passed up on wings on the outside of the track, and neither Wing, Shipp, Mott nor Christopher thought of tacking on until the Tacoma lad had got beyond their reach.

Then it all became a guess as to whether Cotter could hold his spurt—which meant top speed for a full fifth of a mile if it was to count—or the pursuing company would catch him. He held the sprint as long as it was required to give him first, and the best that Shipp and Mott could get was second and third respectively. Wing and Christopher finished on equal terms.

In the five-mile event the tandem was called for, but no team was available. The managers of the meet were short of pacemakers, and again the volunteers were told off to man the double machine. While they were debating their capability Wing, Cotter and Mott came forward.

"See here," they said, "we don't want to give your people hippodrome riding. We're here to race, and you don't need to put in pace to keep us from loafing. You can time-limit us if you like, but we'll ride our best anyway."

The referee took them at their word, and they amply redeemed it. Alternating pace, each man coming up promptly for his share of the donkey work, the thirds were polished off at an even clip of 50 or 51 seconds until the thirteenth lap. Then it was that the only unfortunate incident of the race occurred. Christopher misunderstood a call from one of the officials and believing that he was entering on the last lap of the race, sprinted prematurely. When he discovered his mistake he was a hundred yards ahead but with comparatively fresh men in to beat him, and a third of a mile to go. Most riders would have given it up then and there, but he did not. He braced himself for the struggle, and pluckily refused to own himself beaten until the wire itself was reached. Wing was the winner, with Mott second and Cotter third, while the time was thirteen minutes flat—just eighteen even seconds better than the best previous record for the distance, and that previous record paced.

The last event in which the amateurs were seen was an extra—an exhibition half by Mott, with Cotter and Shipp on the tandem to make the running. In this ride all three showed wonderful speed and steadiness, as a result of which Mott is now the half-mile record holder, with a mark of :59

SUMMARY—AMATEUR.

One mile novice—Fred. M. Humber won; L. A. Campbell, 2. Time—2:39 2-5.

Two-thirds mile, open—J. E. Wing won; Watt Shipp, 2; Percy R. Mott, 3. Time—1:36 2-5.

One mile, open, unpaced—Frank Cotter won; Watt Shipp, 2; Percy R. Mott, 3. Time—2:29 4-5.

Five miles, open, unpaced—J. E. Wing won; Percy R. Mott, 2; Frank Cotter, 3. Time—13:00.

PROFESSIONAL.

One-third mile, open—First heat: Allan Jones won; H. B. Vaughan, 2; D. E. Whitman, 3; time :47 2-5. Second heat: Otto Ziegler won; Hardy Downing, 2; Eddie Allen, 3; time :46. Final: Allan Jones won; Otto Ziegler, 2; Hardy Downing, 3; time :44 2-5.

One mile, open—First heat: H. D. Vaughan won; Tom Spain, 2; time 2.26 2-5. Second heat: Otto Ziegler won; J. Sharick, 2; time 2.19 3-5. George Sharick and Hardy Downing qualified by pacemaking. Final—Otto Ziegler won; Hardy Downing, 2; Jack Sharick, 3; time 2:06 1-5.

Two miles, handicap—George Sharick, 25 yards, won; Hardy Downing, 40 yards, 2; D. E. Whitman, 100 yards, 3.

EXHIBITION HALF-MILE—AMATEUR.

Percy R. Mott, paced by Shipp and Cotter—:59. Track, good; wind, light. Referee, C. H. Gibbons; starter, H. Wille.

RECORDS ESTABLISHED.

Canadian one-third mile, professional; ss., U—Allan Jones of San Francisco, 44 2-5.

British Columbia, 2-3 mile, amateur; ss., P—J. E. Wing of San Jose, 1:36 2-5.

British Columbia one mile, professional; s.s., P—Otto Ziegler of San Jose, 2:06 1-5.

British Columbia five miles, amateur; s.s., U—J. E. Wing, of San Jose, 13:00.

British Columbia half mile, amateur; fs., P—Percy R. Mott, of Oakland, :59.

SCIENTIFIC BURGLARS.

They Use Roentgen Rays to Ascertain a Safe Combination.

Kingston, Sept. 2.—(Special)—There are no further developments concerning the Dominion bank robbery at Napanee, where thieves got away, a few days ago with $32,000. There is no clue to throw light on how the thieves discovered the lock combination. Some suspect that X rays were used by the burglars.

Hon. D. W. Higgins returned last night from a visit to Kootenay.

VISITING SAVANTS.

The President and Many Leading Members of the British Association Here.

Arrival in Victoria—Reception by Leading Citizens—A Distinguished Party.

Captain Rudlin of the C.P.N. Co.'s steamer Charmer had in his care for a few hours yesterday a gathering of men the like of which it is safe to say he has never before, even in his long experience, been responsible for the safety of.

One shrinks appalled from the consideration of what the loss of such an aggregation of scientists would mean to the world, and it is not unnatural to suppose that the veteran navigator of British Columbian waters, gave utterance to a more than usually deep heartfelt sigh of relief when he docked his vessel and landed the visiting members of the British Association safe and sound in Victoria about 8 o'clock last night.

Awaiting the arrival of the boat was a reception committee, headed by His Worship the Mayor and Hon. J. H. Turner, and directly the boat tied up to the wharf she was promptly boarded and a hearty welcome extended to the city's distinguished guests. Carriages were in waiting and the whole party were in a very short time comfortably ensconced within the hospitable quarters of the Driard hotel.

Sir John Evans, the newly elected president of the association, has been a member of the association since 1861. Sir John furnishes a remarkable example of the wonderful diversified branches of knowledge in which it is possible for a student to become proficient. A lifetime, extending over seventy-four years, for the new president was born in 1823, devoted to the acquirement of information upon such erudite subjects as archæology, numismatics, geology, and anthropology, in the prosecution of which the not less exacting requirements of a business have never been lost sight of, has placed Sir John in a position of which any man would have reason to be proud. K.C.B., D.C.L., L.D., D.Sc., F.S.A., F.L.S. F.G.S., and Treas. R.S. are among the degrees Sir John can point to as evidence of the results which study properly applied can achieve. Since 1840 and until the present time the new president has been closely identified with the business of paper manufacturing, being chairman of the Fulton Paper Works at Hulton, near Sunderland.

Lord Kelvin is by birth an Irishman, and as plain William Watson is inseparably associated with one of the greatest and most successfully executed enterprises which have rendered the Victorian era remarkable. It was in recognition of his services as electrician for the Atlantic cable, 1857-58 and 1865-66, that the honor of knighthood was conferred upon him, and in 1892 the dignity of baron was added. The world owes much to Lord Kelvin's services in all departments of physical science, and in electricity, the many inventions with which he has enriched the last decade of the nineteenth century have done much to promote commercial intercourse.

Lady Evans and Lady Kelvin are travelling with their distinguished husbands and eleven other members of the gentler sex are included in the party, of which the following is a partial list: Lord and Lady Kelvin, Sir John and Lady Evans, Hon. W. G. and Mrs. Scott, Dr. and Mrs. Loveless, Professor W. H. H. Hudson, Professor A. R. Forsyth, Professor Crookshank and wife, Professor Haliburton and wife, Professor J. A. Ewing, Professor Rucker, Professor Dunston, Professor Marshall Ward.

An executive committee for entertainment has been appointed, consisting of the Mayor, E. Crow Baker and O. H. Lugrin.

The arrangements made for the entertainment of the party consist of a series of drives around the city on Monday and a visit to Nanaimo and Wellington on Tuesday.

To-morrow Professor Poulton, the entomologist; Professor Ward, the botanist, and some five or six other members of the British Association will accompany an expedition under the direction of the Natural History Society out among the islands of the Gulf.

GOSSIP FROM WINNIPEG.

Winnipeg, Man., Sept. 3.—(Special)—Premier Greenway, who is in the city from his Crystal city farm, states that harvest is nearly completed in that district, and that on his farm threshing will likely begin on Tuesday next. The crop is everywhere being saved without any of it getting frosted.

He said he expected to leave to-morrow for Toronto to meet the representatives of the company which propose to build the Duluth Winnipeg railway. The point to be discussed will be the best means of securing a permanent rate of 10 cents per hundred for wheat. It is understood that those who have been looking into the matter are confident it can be done, and it is only a question of selecting the best of the several methods proposed.

Hon. J. D. Cameron will go east to-morrow, and it is possible that Hon. Col. McMillan, who is now in the east, will also be present at the conference. The premier expects to be back in about ten days.

E. B. Osler, president of the Toronto Board of Trade, is here. He is travelling in the private car Earnscliffe.

It is said that a gold brick, valued at over $20,000, from the Mikado mine, will be sent east for view at Toronto's exhibition.

Winnipeg, Sept. 2.—(Special)—The sale of 12,000 bushels of new wheat is reported from Boissevain at 77 cents, the highest price paid the Manitoba farmer in years.

Customs collections and bank clearings for the month of August show a large increase over the same month last year.

Madame Ouimet's Funeral.

Montreal, Sept. 3.—(Special)—The funeral of Madame Ouimet, wife of Judge J. A. Ouimet, formerly minister of public works, took place to-day, and was largely attended by members of the bench and bar and citizens generally.

A DREADFUL STORY.

Nack Says His Wife Murdered Children Systematically for a Living.

New York, Sept. 2.—District Attorney Olcott made public to-day the statement made by Herman Nack, husband of Mrs. Augusta Nack, who is in the Tombs now with Martin Thiren, charged with the murder of Wm. Guildesuppe. Nack states that his wife made a living through the murder of children. That she was a so-called midwife, but never had a diploma. At one time, Nack declared she had as many as six children preserved in spirits in bottles in his room. He adds that she murdered from one to three each year for a period of from eight to ten years. Nack also alleges that his wife was assisted by physicians. He mentions undertakers' names and charges both physicians and undertakers with complicity with his wife. He says that they aided her in making away with the bodies of the dead children. The statement was got from Nack by Assistant Attorney Michael, who has been working to get evidence from him as to his wife's history. The statement was prepared yesterday and signed by Nack at the office of the district attorney. In the beginning of the statement Herman Nack states that he came to New York from Germany in 1886. His wife arrived here a few months before he did. He declares that her maiden name is Augusta Pussat, and that she was born in Lonway-on-Elbe in Germany. Then follows the entire career of both himself and of his wife for the next ten years.

BEHRING SEA COMMISSION.

Mr. Bodwell Continues His Argument on the British Side.

Halifax, Sept. 3.—(Special)—Mr. E. V. Bodwell, of Victoria, junior counsel on the British side, continued his argument to-day before the Behring Sea Commission, dwelling particularly with the question of the loss to the sealers by the interruption of their voyages by the illegal seizure by United States officers.

Halifax, Sept. 2.—(Special)—Charles Bowman was shot dead by Henry Davidson at Tracadie last night, jealousy being the supposed cause of the crime.