Test of Cheapness

OKELL & MORRIS FRUIT PRESERVING CO., Victoria, has Purity and Excellence three Gold rit.

r their Jam. 358 3m

when he and ban-

er

medicine chest
internal pain,
glass of water or milk (warm if convenient),

G FOR PROFIT.

by Mrs. E. M. Jones, Judge of Butter at World's ich would save you hundreds of dollars. Only 50c , Brockville, Ont., Canada; or The World office.

PERTY OF MRS. E. M. JONES, Brockville, Ont. en did Butter, all within her sixteenth year.

Yearling bronze, over 400 each prize, besides di- d, given at the Kellogg sale in New York for ver Tea Set at London, Ont., for three best Dairy

eat cow for sale; also from Canada's Sir George, and gave 37 lbs milk a day; also from my Signal week on second calf. Chicago tests have aying cow. MRS. M. E. JONES, 345-1y Brockville, Ont., Canada.

CHILLIWACK

MS OF PAYMENT.

to communicate with the undersigned, in ding properties and others

	$1,000
er cultivation	2,000
ed	4,000
good hay	5,000
d house and stable	800
se and stable, in town	1,500
ly situated	1,200
mprovements	2,600
	4,320
at $125 per acre.	
2 barns, good house, granaries, root	
town, easy terms	6,000

in blocks of 10 to 20 acres, well improved. ared, buildings cost $2,000, in good alance three years, eight per cent.

L. W. PAISLEY

RUN-ABOUT WAGON.

els. Well made body, Steel Seats, Spring Easy ons—thus combining a Business Wagon and Pleas- ing; strong and durable. Catalogue on applica- rong Vehicles always.

i. CO., Ltd., Guelph, Canada 348-w-3m

Works Co., Ld.

NEERS

s, Boiler Makers

e and Land Engines, Boilers, etc., hinery, Hydraulic Giants Pipes and ch Ranges, Stoves, Grates, etc. t. Worthington's Steam Pumps, and n Rock Drills.

and 71 Store Streets

Victoria, B. C. 338-tf

TRAM & SONS

DAS, ONT.

ools and Wood Machinery

Shops, Ship Yards, Boiler Shops, Engine Works in Canada. Our catalogue ready 341-wly

NEW & 2ND HAND MACHINERY ILLUSTRATED CATALOGUE FREE H.W.PETRIE TORONTO, CANADA.

Roe & Graham

OTTAWA, CANADA.

Water Wheels, Engines and Mill Machinery

We make a specialty of Furnishing MILLS FOR HYDRAULIC MINING PURPOSES AND SAW MILLS of all dimensions.

Machinery put up and competent parties furnished to run same.

SATISFACTION GUARANTEED,

Send for catalogue of Water Wheels and Mill Machinery. W338

DEFENDER WENT ALONE.

THE INTERNATIONAL YACHT RACE ENDS IN A REGULAR FIASCO.

Dunraven Claimed Excursion Boats Were in the Way and Would Not Allow the Valkyrie to Sail—English Comment on the Decision

New York, Sept., 12.—The following speaks for itself:

New York Yacht Club, Sept. 11, 1895, C. Oliver Isleu, Esq.:

Dear Sir,—We beg to acknowledge the receipt of your letter of yesterday, protesting the Valkyrie. We have had the matter under our careful consideration and believe that the foul occurred through the miscalculation of the distance between the two yachts at a critical moment. From our observation, sustained by that of others, who were in a good position to see, we find that the Valkyrie in contravention of section 2 or racing rule 16, bore down upon the Defender and fouled her by the swing of her main boom when luffing to straighten her course. We also consider that the Defender allowed the Valkyrie sufficient room to windward to pass clear of the committee boat. Your protest, is, therefore, sustained.

The following was posted on the bulletin board at the New York Yacht Club house:

New York Yacht Club, Sept. 11, 1895.
To the Members of the New York Yacht Club:

Your committee beg to state that before arriving at a decision on the Defender's protest, they endeavored to bring about a mutual agreement between the respective yachts to result yesterday's race, but each preferred that the committee should pass judgment on the protest.

(Sgd.) REGATTA COMMITTEE.
New York Yacht Club.

In an interview last night Lord Dunraven expressed himself regarding the action of the Regatta committee of the New York Yacht Club in the matter of the protest made by the Defender in Tuesday's race as follows: "I shall sail this race to-morrow as a sportsman, because I have no occasion to do otherwise. I believe in the ability and honesty of the Regatta committee of the New York Yacht Club. I believe that no effort has been made to influence their decision. I believe them to be gentlemen and yachtsmen, and while I do not care to say anything about the Valkyrie, yet I think Mr. Watson has fulfilled his engagement to build for me a boat. I do not expect that Mr. Iselin will offer a chance for a re-sail or anything of the sort. While it is very certain that the America's cup is lost by reason of the Valkyrie's racing showing, it is not so certain that some time the Cup may not be carried across the Atlantic. The appearance of the decision of the New York Yacht Club committee comes as a surprise to me. I do not think the decision of the New York Yacht Club Regatta committee is based on their calm consideration of the matter. I do not agree with them."

Lord Dunraven's strong denunciation of the interference of steamers with the racers is looked upon this morning in quite a serious light, as there seems to be no doubt he meant what he said when he threatened to withdraw from the race if interfered with to-day. His letter on the subject, written on Tuesday, is as follows:

"Gentlemen: It was with great reluctance I write to inform you that I decline to sail the Valkyrie any more under the circumstances that have prevailed in the last two races and for the following reasons: 1st. To attempt to start two such large vessels in such a confined space and among moving steamers and tugboats it is, in my opinion, exceedingly dangerous, and I will not start her and risk the lives of my men or the ship. 2nd. At the start of the first race the crowding was so great that we could not see the markboat and could not tell when we were near the line, and we were much hampered by steamers, especially on the race home. To-day on the reach home eight or nine steamers were to windward of me and, what is worse, a block of steamers were steaming level with me and close under my lee. I safely threw the whole distance in lumpy, broken water, the heavy wash of these steamers. To race under these conditions is, in my opinion, absurd, and I decline to submit myself to them again. I would remind your committee that, foreseeing trouble might occur, I urged upon them the desirability of sailing off Marblehead or some locality other than New York Bay, and they refused to do so. At the same time I would testify to my full belief that your committee have done everything in their power to prevent overcrowding. The fact is, when a contest between the representatives of two yacht clubs excites so much popular interest and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city and the dates of the races and times of starting are known and advertised it is impossible to keep the course free from causes of exceptional danger and clear enough to assure the probability that the result of the match will be decided according to the relative merits of the competing vessels. I have the honor to remain, your obedient servant,

(Sgd.) DUNRAVEN

To the America's Cup Committee.

Dismal morning, Highlands of Navesink, N. J.—A dull gray morning dawned upon the day of the third and possibly last race in 1895 for the America's cup. The sparkle and healthy anticipation usual to such occasions was not in the air. There was a spirit foreboding present such as precedes a calamity or an execution. The unfortunate foul between the Valkyrie III. and Defender at the start of the race on Tuesday last, the awarding of the race to the Defender, and above all, the fact that the Valkyrie was looked upon by many as a hopelessly outclassed yacht all tended to blue matters up considerably. But, under the gray mantle of clouds hovering over Sandy Hook and its vicinity, there was a glimmer of bright sunshine caused by the report that Mr. Oliver Iselin had asked the America's Cup committee if they had any objection to his proposing to Lord Dunraven to re-sail the triangular race on Tuesday. Then, rumor had it that he had received a favorable reply and another race was in prospect, in place of the one awarded the Defender on account of the Valkyrie's foul, an outlook which could not fail to make a favorable impression among all true sportsmen.

According to one account a pilot boat blanketed the Valkyrie at the start. In any case disappointment reigns supreme here. There seems no doubt but that the Valkyrie from the time she left her moorings this morning she had no intention of racing, and went across the line the same time as the Defender in order to establish a race. The secret of the whole disappointment is supposed to lie in Lord Dunraven's letter published to-day, and in the action of the Regatta committee of the New York Yacht club in sustaining the Defender's protest against the Valkyrie. In any case the Valkyrie was taken in tow. She lowered her sails and started back on her way to New York, preparatory to returning to England.

The excursion fleet crowded so closely about the Defender that it was impossible to make more than a rough guess at the finish. She has taken in her jib topsail, and is dodging about between the big boats. At 4:01 she tacked again, but what she is doing no one on shore knows. She appears to be picking up her tug for a start home.

When the Valkyrie was entering the Narrows Lord Dunraven and Mr. Kersey came on deck, seated themselves and were soon engaged in animated conversation. Mr. Kersey, on being asked for an explanation of Lord Dunraven's action, said his reason for withdrawing from the race to-day had been communicated to the cup committee which was printed this morning. Soon after the Valkyrie was safe at her moorings. Commodore Arthur Glennie, Lord Dunraven's representative, came on board the Associated Press tug and announced that the reason why the Valkyrie did not sail today was because of non-compliance with the request of the letter to the cup committee, and which was sent with the special request that it should not be opened until the Defender's protest had been fully considered and judgment pronounced. Commodore Glennie said, "I cannot tell you whether the cup committee did or did not receive Lord Dunraven's letter. The substance was that he would not sail unless he was guaranteed a course free from interference."

While the tone of the best of the English newspapers in commenting on the decision of the Cup committee, sustaining the Defender's claim of foul in Tuesday's race, continues to be moderate, it must be admitted that the committee's decision produced a general feeling of irritation among Englishmen. The adverse comments of individuals are heard on all sides.

The Yachtsman, in an article, dwells upon the conduct of the excursion steamers and says: "The first match could hardly be called a race owing to the shameful interference of the excursion steamers. It seems clear that in Tuesday's race the Defender lost nothing by the accident, but was beaten on her merits in the beat to windward. With regard to the Defender's protest, it is impossible yet to form an opinion, save that it would not have been lodged by the Valkyrie III. had the case been reversed."

The Sun, which throughout has maintained a tone hostile to America, says: "The Yankees evidently intend to keep the cup. Possession is nine points in the law of sport in America."

The Evening News says: "The whole business savors of sharp practices. No one would quarrel with a decision ordering the race to be re-sailed, but we cannot stomach a paper victory awarded to the Defender."

The Pall Mall Gazette in the course of a long article dilates upon British patience and good temper, pertinacity and and unquenched love for justice, and continues: "It is not easy to accept the decision, but we hope we are taking it as sportsmen. It is hardly equitable, but according to the rules of the game. We accept it and will try again. It turns out that Mr. Iselin is a sportsman with the best of us. We shall have another race."

The St. James' Gazette also accepts as a fact the report that Mr. Iselin has offered to re-sail Tuesday's race.

The Gazette says: "It is a most sportsmanlike offer. The decision seems clearly and demonstratively wrong, but it was authoritative and should be accepted loyally."

The Globe says: "The decision is received with the bitterest decret and disappointment. Still, it is the duty of Englishmen, as true sportsmen, to accept it without complaint or protest."

The Westminster Gazette says: "The decision certainly puts the good feeling of English and American sportsmen to a severe test."

DURRANT ON TRIAL.

San Francisco, Sept., 12.—The Durrant trial is gradually forging ahead, evidence being taken quickly. The last two days have been devoted to establishing the fact that the clothing found in the belfry of Emanuel church was that of Blanche Lamont. Mrs. C. G. Noble, aunt of the murdered girl, clearly substantiated this. There was much difficulty in finding out the weight of Blanche; it is claimed that Durrant, being a small man, could not have carried her up the belfry stairs. Finally Maud Lamont swore that her sister, in September last, was weighed at 115 lbs. She also told about Durrant's attentions to her and her sister, corroborating her aunt's testimony on that point. Maud positively identified the ring with the chip diamond as hers. She said she had exchanged with Blanche, each wearing the other's ring. This was one of the rings referred to in Durrant's letter, put up in a newspaper, on the edge of which was printed the names of Geo. King, the church organist, and Prof. Schernstein, an elderly music teacher. This same ring was positively identified at the preliminary examination by a second-hand dealer named Oppenheimer as one offered to him for sale by Durrant after Blanche disappeared. This witness identified the clothing found in the belfry as worn by her sister on the morning of her disappearance.

San Francisco, Sept., 13.—Testimony as to the weight of Blanche Lamont, whom Theodore Durrant is charged with having murdered, was continued yesterday. Richard Charlton, a grocer, testifying that he had often weighed the girl. On March 27th., or 28th., she weighed 115 lbs. Shortly after that she disappeared. Her greatest weight was 121 lbs. Henry Shalmount, a cable conductor, testified that Durrant and Miss Lamont had ridden together to school on the morning of April 3rd. Miss Minnie Bell Edwards, a classmate of Blanche, testified that on the afternoon of April 3rd., Blanche Lamont and herself left the Normal school together. Miss Lamont was soon joined by a young man whom Miss Edwards recognized as Durrant. Double lead was found on the roof at the corner of Market and Powell streets, where she left the car. The case has gone over until Monday.

ROSEBERY INTERFERED.

San Francisco, Sept. 16.—The claims of Andrew McKinstry and the heirs of Patrick Shields against Chili are again attracting attention. The men were sailors on the American ship Kowanaw, and in 1891, while in Valparaiso, were brutally beaten by the Chilian police. Shields afterwards died from his injuries. A claim for damages against Chili by the United States was not allowed, it being found that the men were British subjects. Lord Rosebery championed their cause, however, and another tribune composed of German, British and Chilian subjects is now considering the claim. The demurrer of the Chilian Government states that the police records of Valparaiso contain no mention of the beating of the sailors. It is alleged that the sailors had drank a deadly drink of pale beer, and possibly their minds became cloudy so that they imagined they had received injuries when in reality they had not been hurt at all.

BROUGHT UP THE BODIES.

Houghton, Mich., Sept. 13.—Preparations for exploring No. 4 shaft in search of the bodies of miners entombed last Saturday in the Osceola copper mine have been commenced. As the results of the efforts of several searching parties, 25 bodies were rescued. There are still four missing, William Bryant, William McDonough, Fred. C. Pearson and Joseph Slotta. The bodies showed no sign that the men had suffered any before death. No doubt the death of most of them was painless. A coroner's jury has been empanelled and will investigate the cause of the death of the unfortunate men. The funerals will mostly occur on Saturday.

NEWFOUNDLAND AFFAIRS.

St. John's, Nfld., Sept. 13.—More seizures of smuggled merchandise are reported by Receiver-General Scott, who promises to follow them up with others. It is thought that some of the persons involved have purchased immunity by informing on the remainder. Intense excitement prevails in the city, and searches are being made at the rate of half-a-dozen daily, nearly all being successful. All those connected with the scandals are badly frightened and each one fears that he will be the next one to have his premises raided.

FITZSIMMON'S PLUCK.

At New York a few days ago, Bob. Fitzsimmons exhibited great nerve in an unusual manner. He was in a menagerie on the Bowery, and made a bet with the lion tamer that he was not afraid to enter the cage where "Wallace the Mankiller" was kept. Everybody thought that he would be torn to pieces, and the keeper went into the cage also. Fitzsimmons entered first, and soon had the lion crouching down, completely under his control. He remained for several minutes in the cage and took but little notice of two smaller lions.

THE LANGTRY DIVORCE.

San Francisco, Sept. 14.—Dunn & McPike, who are Mrs. Langtry's legal representatives here, have received from Howe & Hummel, of New York, the papers in the Jersey Lily's suit for divorce from her husband, with instructions to make the necessary applications at once. Action must be begun here as Mrs. Langtry has her legal residence in Lake county in this state. The complaint was filed in the Supreme court of Lake county.

A McCARTHYITE RETURNED.

Limerick, Sept. 12.—The election for a member of Parliament for the city of Limerick in place of John Daly, whose election was declared illegal because he is undergoing sentence for imprisonment as a dynamiter, was held to-day. F. A. O'Keefe, McCarthyite, received 1,836 votes and J. Nolan, Parnellite, 1,752.

VALKYRIE GOING HOME.

PREPARATIONS BEGUN THIS MORNING FOR THE VOYAGE.

The United States Yacht Waited to See What the British Would Do—Comments on Both Sides of the Atlantic.

New York, Sept. 13.—Ex-Commodore James D. Smith, chairman of the America's Cup committee, has expressed it as his private opinion that if Lord Dunraven believed the Valkyrie was faster than the Defender, Mr. Iselin would be willing to race him in any part of the country for from one cent to $5,000.

Lord Dunraven, in reply to a cabit message from Renteur's News Agency London, gave the following reasons for his action in withdrawing from the third race for the Cup: "Owing to the excessive crowding by steamers in the first two races, especially at the start off, and on the last 10 miles of the second race, I notified the Cup committee on the 10th inst. requesting that the letter be not opened until after a decision had been rendered with regard to the foul at the start of the second race, that owing to the danger of a serious accident by collision with the excursion steamers and otherwise, and owing to the absolute absurdity of carrying on the race under such conditions, I should decline to start unless some arrangements were made to race in clear water, I requested a postponement of to-day's race with a view of arriving at such arrangement. The committee found it impossible to concede this. I then notified them that I should be at Sandy Hook lightship this morning for the purpose of giving the Defender a start."

The yacht Valkyrie III. left her anchorage at Bay Ridge this morning and reached Erie Basin about 9:30. On arrival at the Basin she was hauled into position between two steamers just outside the drydock, where she had several times been dried out for cleaning and repairing purposes. The crew in command of Capts. Cranfield and Sycamore were immediately set to strip the yacht and prepare her for her voyage across the ocean, home. The sailors worked with their usual alacrity and effectiveness, and before 11 o'clock had lowered the topmast and removed the bowsprit gear. The yacht will doubtless be ketch rigged for the ocean voyage, as she was when she sailed from England to America.

The stripping of the yacht was continued without respite and a lighter came alongside about noon to take away the racing spars, and preparations to unship the big steel boom were begun. The work was carried on under the supervision of Captains Cranfield and Sycamore and Sailmaker Ratsey.

The yacht Defender, gaily decorated with flags, in tow of the tug William B. Flint, left Bay Ridge about 11:30 this morning, presumably bound for New Rochelle. No move was made by the American boat until long after the work of dismantling the Valkyrie had been commenced.

The editorial comments of the leading New York papers on the withdrawal of Lord Dunraven's from yesterday's yacht race are severely critical of the action of the English Earl. It is pointed out that the time intervening between the receipt of Lord Dunraven's letter by the Yacht Club committee and the hour of the starting of the race did not permit of a formal reply being sent, the fact that an extra number of patrol boats had been gathered to keep the excursion boats back and the additional fact that the firing of the starting gun was delayed until the course was perfectly clear, sufficiently indicated the determination of the committee to leave nothing undone to secure a perfectly fair contest. The Herald publishes an interview which its yachting expert had with Dunraven. Lord Dunraven was asked by the reporter: "Did you consider the coast clear previous to and at the time the starting gun was fired?" "Better than it was any other time." "Was there any boat within a quarter of a mile of the starting line when the gun was fired?" "I do not know; I was not close to the line myself except when I crossed it. Really, I could not tell." Then you cannot give any opinion whether the line was clear or not?" "I did not look and do not know." This the Herald considers sufficiently convincing evidence that Dunraven had no intention of sailing the race and that the excuse that the excursion boats would interfere with the contest was a mere makeshift.

The Times considers the decision of the Regatta committee on the Defender's protest as being the cause of Lord Dunraven's petulancy. In this connection the Times recalls the Cornell-Leander affair last summer when it was claimed by the English press that the Cornells should have gone back to the starting line on seeing the Leander was not ready, and asks, applying the principle of our English cousins, should not the Valkyrie have returned after disabling the Defender and permitted a fresh start, when the damages to the American were repaired.

Cowes, Sept. 13.—Several prominent yachtsmen were at Castlehead, the quarters of the Royal Yacht squadron, to-day discussing the situation regarding the America's Cup races. Mr. Grant, secretary of the Royal Yacht squadron, said to a representative of the Associated Press that as the only information the squadron had upon the subject of Lord Dunraven's withdrawal from the contest was what had appeared in the newspapers, he must decline to express an opinion upon the merits of the controversy.

Mr. Ormonde, vice-commodore of the Royal Yacht squadron, was more communicative. He said as to the rumor that the Valkyrie had been intentionally blanketed by the pilot boat for betting purposes, if it were true, it would be long before any English yachtsman would venture to invest a large sum in building a boat to sail against America, but proof positive of such a withdrawal from the contest without just cause: "I was present at the races off Sandy Hook in 1893," said Mr. Ormonde, "and I met there members of the Cup committee. I am satisfied they did all that was in their power to secure fair play. About the fouling of the Defender, I consider the committee decided in accordance with the dictates of their conscience. Had I been in Lord Dunraven's place I should have hoisted a protest flag at the same time the Defender hoisted hers and claimed that the Defender had not allowed room in which to turn." Mr. Ormonde said he was sorry Lord Dunraven had not insisted, after the second race, that the other races should be sailed at a distance from any big city. He did not consider the races which were sailed any test of the merits of the boats. The yachts had been continually interfered with by steamers. In a fair race, with a good racing breeze, Mr. Ormonde thought it would have been an even thing between the Valkyrie and the Defender. Continuing, Mr. Ormonde said: "Mr. Iselin's offer to re-sail the race last Tuesday proves him a fair-minded yachtsman. His upright course cannot but be admired and appreciated in England. If it should be proven that the blanketing of the English yacht by a pilot boat was intentional, the mass of Englishmen would not look with favorable eyes upon American yachts competing in our races, for if they should win cups in such contests it would be impossible for English yachts to get them back. If the American races should continue to be sailed under present conditions, American yachts and yachtsmen will always meet with a cordial reception by English sportsmen, who discriminate between the acts of individuals and those of a whole nation. All cup races in England, with the exception of the Queen's and Kaiser's, are open to American yachts. Should the Defender come over here in 1896 she would be heartily welcomed and receive fair play."

St. John, N. B., Sept. 13.—The Sun says this morning: "The America's Cup will remain on this side of the Atlantic, thanks to the New York Yacht Club and Lord Dunraven. The Defender got three races. On Saturday she clearly outsailed the Valkyrie and won. On Tuesday the New York Yacht Club won the race for her and yesterday Lord Dunraven presented the Defender with the third race. The New York Yacht Club, the American people and the few Defender's sympathisers in this city must all feel that a victory has been won which reflects little credit on the New York Yacht Club."

Toronto, Sept. 13.—As a tangible expression of their admiration for Lord Dunraven's plucky trial for the America's Cup and his manly attitude under trying circumstances, the Royal Canadian Yacht Club of this city has decided to tender a complimentary banquet to the Earl. Rear Commodore Jarvis, now in New York, has been telegraphed to arrange for any date next week which it would suit His Lordship to be present. Should Lord Dunraven accept, the event would be immensely popular in Canadians.

London, Sept. 13.—The impotent conclusion of the international yacht races for the America's Cup furnished a text for articles in all the London afternoon newspapers. In general the press upholds Lord Dunraven in his refusal to sail over the course yesterday without a guarantee that it would be kept clear of excursion steamers and other craft.

In a leader the Pall Mall Gazette says the result is unfortunate and that it will be deplored quite as deeply by sportsmen in America as by the same class in England. The article puts the whole blame for the fiasco upon the hindering steamers and concludes: "But no one is to blame who is worth blaming. We can now hope that arrangements for future contests of this character will be under more satisfactory conditions."

In its yachting column the Pall Mall Gazette says: "While in our opinion the Defender under fair conditions would probably have beaten the Valkyrie in at least three out of five races, we cannot but regret that the Valkyrie had no chance of sailing under fair conditions. To say that the Defender worthily retained the cup would be ridiculous." Further on in the same article the Pall Mall Gazette says: "We hope the Earl of Dunraven will consent to sail for the proposed Cup off Marble Head, as all are anxious to see the comparative merits of the yachts tested, and may the best boat win. Should the Valkyrie win, which we think is improbable, neither Lord Dunraven nor anyone else would bother to challenge again for the America's Cup, which the new trophy would replace. Should the Valkyrie lose we know Lord Dunraven would take his beating like a sportsman. Thus the races of 1895 would be brought to a pleasant conclusion and a further challenge for the new cup would be only a matter of a few years. If the Valkyrie III. returns without a race, it means that her owner is convinced he did not have fair treatment at the hands of the committee and that no contest for the Cup is ever likely to occur, even though the committee had decided that future races should be sailed where there was the certainty of a fair race."

The Sun, which throughout has made sneering comments upon the Americans as sportsmen, says a feeling has grown up here that fair competition must not be looked for in a contest for the Cup, but adds that it does not sympathize with that view.

The St. James' Gazette says. "Once again the great Anglo-American sporting contest has ended muddily in a fiasco and quarrel, not an unusual experience." The article then alludes to the Cornell controversy at Henley regatta and to the course of M. F. Dwyer with his horses in England and continues: "In the present case the result is more regrettable, as no blame attaches to any of the parties immediately concerned."

The Evening News says the whole business is in the highest degree discreditable to the reputations of Americans as good sportsmen.

The Westminster Gazette says: "Of course we all love our American friends very much, but the newspapers beg to assure them that we all cordially supported Lord Dunraven's retiring in disgust from a contest involving so much rowdyism and unfairness." He adds the view that the Manitobans themselves are the best men to say what the standard of their wheat shall be. It is pointed out that despite this statement of the Millers' Association, 95 per cent of Manitoba's wheat be handled by Manitobans and only 5 per cent by eastern men. The eastern dealers did not like the change mentioned as they will hereafter be prevented from mixing Ontario soft wheat with the Manitoba wheat and so get a higher price for the combination.

Mr. Smith, deputy minister of marine, has received a letter from the Attorney-General of Great Britain, Sir Richard Webster, in which he states that it had been found impossible to reappoint a select committee of the House of Commons on the rule of road at sea, during the late short session of Parliament. There were additional difficulties in the way, as several shipowners, members of the committee, had lost their seats at the last general election and so were no longer eligible to serve on the committee. Probably, however, a committee would be appointed early in the next session of Parliament.

The Imperial committee on the manning of British ships, Mr. Smith learns from the same source, has not been called together yet, but it is probable it will be convened about the end of October. Collingwood Schreiber has left for British Columbia.

Hon. Justice Fournier has advised Sir Charles H. Tupper, Minister of Justice, that he wishes to be released from office at the end of the month.

Quebec, Sept., 13.—At a meeting of the Bankers' Association, the special committee on the prize essay competition reported, making known the following awards: In the essay competition for the best essay on The Cause of the Decline of the Value of Products, indicating to what extent it has affected the general welfare of Canada, the first prize of $100 goes to R. J. Gould, of the Bank of Toronto, Toronto; the second of $60 to C. A. Peach, of the Bank of British North America, Montreal. In the junior competition for the best essay on the resources of the Province in the present state of knowledge, as the result of recent development or decline, the first prize of $60 goes to F. M. Black, of the Bank of British Columbia, Vancouver.

Montreal, Sept., 13.—Fire broke out in Watson, Foster & Co.'s Canada wall paper factory yesterday. It did $50,0000 damages; the loss is covered by insurance.

Peterboro, Sept., 13.—Miss Young, of Kingston, who was visiting her brother, Rev. W. Young, pastor of the George Street Methodist church, was found dead in bed yesterday. Death was due to heart disease.

Toronto, Sept., 13.—John Willis, a 16-year old boy, rode a mile paced by tandem on the Island track in 1.58 4-5, which is the world's record in class B, and the fastest mile ever ridden in Canada.

St. John, N. B., Sept., 13.—The report is again current that the Provincial general elections will be held next month. What lends color to the report is the activity displayed just now by Government members in various sections of the Province.

London, Sept., 13.—The carriage and poultry buildings at the Western Fair Grounds were completely destroyed by fire early this morning. The poultry building was empty, but the carriage shed was stocked with vehicles for the opening of the exhibition on Monday. These were all removed without injury. Other quarters for the poultry and carriages have been arranged for. The loss is $6,000, covered by insurance.

Winnipeg, Sept., 13.—Sir Mackenzie Bowell and Hon. Mr. Daly reached here yesterday from their extended Western trip and expect to depart for home on Sunday. The Premier was very enthusiastic over the northern country, but being pressed to say something of a political nature, he was very reticent. "Could you say something about a compromise on the school question?" he was asked. "That's just what I am waiting for the people here to say something about." "It is true that Sir John Schultz has been appointed on the Alaska boundary commission?" "No, it cannot be true, because I wired me there have been no appointments made as yet." The Tribune says: "Regarding the oft-talked-of conference between Premiers Bowell and Greenway, there does not seem to be any likelihood of the same taking place. Evidently no intimation of such a conference has been given to the Local Government, as otherwise the Premier and Hon. Messrs. Sifton and Watson would not be out of town. Besides, Premier Greenway had received no notification before leaving for the Southwest, as he so stated to a reporter. Premier Bowell's answer on the other hand, is entirely non-committal."

Ottawa, Sept. 14.—The Government has accepted the resignation of Mr. Justice Fournier. Within a week or two his successor will be appointed. Several names are canvassed for the position, that of Mr. Girouard, M. P., Jacques Cartier being most prominently mentioned. Mr. Girouard, it is said, can have the position if he will take it. He is one of the best lawyers in the Province of Quebec, and has a very large practice. His friends say it is doubtful whether he cares to surrender an income estimated at from $15,000 to $20,000 a year for the salary of a Supreme court judge, which is $6,000.

The analytical branhc of the Inland Revenue department is engaged analyzing samples of confectionary, candies, etc., produced in different parts of the Dominion.

Lou Norman, Fred. Masters and J. H. Clemes, three English gentlemen representing a number of syndicates with a large amount of British capital at their back, are here, en route for British Columbia. The object is to look into the mining prospects of British Columbia and report upon them as possible fields for the investment of British capital.

Ottawa, Sept. 16.—The Department of Justice has decided that steam pleasure yachts may carry passengers without remuneration if certain requirements of the Steamboat Inspection Act are complied with. Among the provisions in the Act, which must be observed, are payment of the annual rate of duty, inspection fees, inspection of boilers and machinery, obligation to carry one lifeboat, to take strict precautions against fire, one life-preserver for each person on board, etc.

The Fisheries Department has been advised that the British Columbia canneries packed eighteen million lbs. of salmon this year.

Mr. Topley, photographer of the Interior Department, has been securing photographs of the fruit orchards of Ontario and Quebec to be used for immigration purposes.

Tuesday, the 24th inst., has been declared a public holiday for the Civil Service on account of the Ottawa fair.

Winnipeg, Sept. 16.—A representative of the English bondholders of the Manitoba Northwestern Railway is in the city and states that he recommends the immediate extension of the line to Prince Albert.

Toronto, Sept. 16.—A day or two ago Acting Mayor Shaw cabled City Treasurer Coady, now in London, asking him to ascertain the fees which Mr. Mansergh, the distinguished engineer, would charge for reporting on the projected tunnel scheme and as to improving the present water-works system generally, including the gravitation scheme. This morning Ald. Shaw received a reply from Mr. Coady stating that Mr. Mansergh's fee would be £2,500, that is, $12,000 for reporting on the tunnel scheme alone, or £2,000 for reporting on improving the present system and gravitation scheme.

Sherbrooke, Sept. 16.—The Ross Pulp and Saw Mills were entirely destroyed by fire yesterday. Soon after the arrival of the firemen, two large boilers in the mills exploded with a deafening noise, but without injuring anybody. A B. and M. Railway freight car on the siding was also consumed. This is the third time the Ross mills have been burned. The new ones had been but lately rebuilt. The loss is estimated at $10,000.

THE DURRANT TRIAL.

San Francisco, Sept. 16.—The identity of the "sweet pea girl," the mysterious young woman who has constantly attended the Durrant trial, and who has attracted so much attention by her devotion to the alleged murderer, has been discovered. She is Mrs. Grace Bowers, wife of an insurance clerk. Last Wednesday she left her husband as the result of a quarrel occasioned by Durrant. Mr. Bowers says his wife never knew Durrant, but that from the beginning she has taken a great interest in the trial, and believes Durrant is innocent. It is thought her mind has become affected, and that she is not responsible for her actions.

The prosecutors of Theodore Durrant are prepared now to produce a witness who is expected to overwhelm the young student and destroy his last hope of an alibi. Such a witness has been found who knows him well, and who left the city that she might not be forced to testify against him, will go on the witness stand and testify that on the afternoon of April 3rd she rode to the Mission upon the same car with Durrant and Blanche Lamont. As the car traveled on its way she noticed the young school girl carefully. She observed her clothing, noted her books, watched her movements and followed her conversation with the young student. The girl was unknown to her, but she had watched Durrant from his childhood as she would one of her own children. Shortly after 4 o'clock the car arrived at Twenty-second street. The woman, who had been interested in the young couple, arose to leave the car. Durrant and the school girl were already on the way out. The student assisted the girl from the car, and then gave his hand to the old lady. The three walked to the sidewalk together and stopped there for a moment. Durrant introduced Blanche Lamont to the old lady and in a few minutes after left her to proceed down Twenty-second street toward Bartlett street. He and Blanche Lamont talking and laughing, walked toward the church. This story will be told by Mrs. James Crossett, who lives with friends in the Mission. Mrs. Crossett knows Theodore Durrant too well to be mistaken. The very conditions of the case make it impossible for an error to be committed. Mrs. Crossett not only saw Durrant, but took his hand and spoke to him.

The Durrant trial entered upon the ninth week this morning. A slight change in the programme for to-day was made necessary by a death in the family of Mrs. George F. Morgan, whose examination was not finished when the court adjourned last Thursday. Durrant's defenders are counsel to persuade Mrs. Elizabeth Crossett to modify her testimony regarding her ride in a Valencia street car on the afternoon of April 3rd. The old lady is as sure of the day as of the fact that she rode on the same car with Durrant, and tried to attract his attention from the girl who was with him. Mrs. Crossett's visit on the following day was to the home of her son-in-law in Alameda. The aged woman remembers the day she went and her friends who went with her to the ferry will be able to corroborate her. The testimony of Mrs. Crossett will be the key to the prosecution's search.

THE IDEAL HUSBAND.

A small volume, The Ideal Husband, has excited much amusement in many circles in England and no doubt will do the same here. It consists of a series of papers on the qualities which most conduce to happiness in married life. Eight ladies, beginning with Lady Jeune and ending with Mrs. Boyd Carpenter, the kindly and earnest wife of the Bishop of Ripon, have here set forth their ideas on the weighty subject. Lady Jeune, who has herself been twice married, declares there is always and must always be a master mind in every household, and that the sooner this is recognized the happier for both. She considers that the ideal husband must be a busy man, and one whose day is very full; as men are never happy without plenty of work. She adds that the real friendship which grows up between husband and wife is the best guarantee of happiness. Mrs. Lynn Linton repeats what she has often said on the vexed question, and refers to women who take any part in public life as "noisy platform nuisances." Also she shows great contempt for the man who allows his wife unlimited liberty and authority and she advises the ideal husband to make himself respected, declaring of women that "the sex, as a sex, is happier when nobly married." Mrs. Fenwick Miller, a well-known lady journalist, begins her contribution by the clear statement, "I say condemnation in everything to Mrs. Lynn Linton," and goes on to assert that the ideal marriage must be based on the friendship of two chums. Another famous journalist, Mrs. Emily Crawford, laughs at the idea of an ideal husband, and takes one by one the ideals of the various types of girls, British and foreign, the ideal of the fortuneless American girl differing from that of Anna Gould, who has had all that money can afford her, and who requires somebody to give her what Lord Chesterfield called "a box ticket, affording access to every part of the house." John Strange Winter is the only one of the writers who attempts to look at the question from the girl's point of view, and she sensibly declares that propinquity has more to do with marriage-making than most people would believe. She declares that the ideal husband ought to have a hobby; stamps, china, books, photographs or a garden. In fact, all the contributors to this amusing little volume have a horror of a lazy husband.

The Dominion Parmelee's Pills are constantly receiving letters similar to the following, which explains itself. Mr. John A. Bean, Waterdown, Ont., writes: "I never used any medicine that can equal Parmelee's Pills for Dyspepsia, or Liver and Kidney Complaints. His friends say it is doubtful whether he cares to surrender an income estimated at from $15,000 to $20,000 a year.

Dr. Price's Cream Baking Powder World's Fair Highest Award.

BEYOND THE ROCKIES.

THE PROJECTED TUNNEL FOR THE QUEEN CITY.

Engineer Mansergh States His Fee—The Ross Mills Entirely Destroyed by Fire—Extension of the Time to Prince Albert.

Toronto, Sept. 12.—Forty representatives of bicycle manufacturers and dealers met here yesterday and formed an organization for the promotion of trade and mutual protection.

Kingston, Sept. 12.—Jas. Toner, farmer, of Storrington township, and Mr. Wright, a neighbor, while driving from a camp meeting, were thrown from their carriage. Both men were discovered unconscious. Toner, aged 50, died. Wright is still in a precarious condition.

Brandon, Sept. 12.—Replying to addresses from the city council and Conservative Association yesterday, Premier Bowell stated that, having seen the whole country and studied its requirements, he could for the future promise greater generosity in the construction of Northwest matters. Daly, in a speech, attributed the failure of his promised spirited immigration policy to the partial failure of the crops during the last two seasons. He had great hopes for the future.

Winnipeg, Sept. 12.—The Conservative Association held a meeting and appointed a committee to interview Sir Mackenzie Bowell and Hon. T. M. Daly on party matters. It is said the committee instructed the committee to "rub it into them" for their treachery in dealing with the Hudson's Bay Railway and appointing an eastern man as Lieut.-Governor.

A number of members of the Grain Exchange were interviewed yesterday regarding mixing scored wheat with No. 1 hard. The majority of them are strongly opposed to the practice, as it would injure the reputation of Manitoba wheat abroad, lower the price of all grades, and make farmers careless about keeping grain clean. They anticipated great confusion if the present state of affairs continued. Strong pressure will be brought to bear upon Controller Wood to restore the rule forbidding mixing.

Willis Green, arrested for smuggling, was acquitted yesterday by the magistrate.

Seeley's Bay, Sept. 12.—A young daughter of Frank Johnson was hiding in a grain field when a reaper came along and