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B. Williams & Co.,

68-70 YATES STREET.

in the political arena, were that ers were elected to fulfill to the let- e pledges given prior to their elec- and not forsake party and prin- upon occasion to secure their own al ends. For himself he was an Martinite, was so elected, and pro- to stick to it. He proceeded to the hollowness of the justification by Mr. Brown for flopping into p of the Hon. James Dunsmuir, g that the matter of anti-Oriental tion, one of the things upon which Brown said the government had the way for affiliation, was not ble to the Premier, and had been ed by him with displeasure. He nded the course taken by Mr. Mc- in resigning his position and main- his consistency as a Martin op- One plea made on behalf of Mr. was that the Fraser river bridge not be constructed unless he was In this connection he noted the at Mr. McBride was one of the st advocates of the bridge in He was a supporter of the project himself, and intended to e his views in that direction, whe- he Dunsmuir government remain- power or not. He accused Mr. uir of treachery toward his sup- in forming a coalition with Mr. whom he was pledged to oppose lly. He evoked loud applause in the proposition that the district tminster contained too much man- countenance the underhand deal had taken place at Victoria.

T. Gifford,

ndidate of the provincial party, eived with much applause. He l himself to an invitation to the to record their votes for honest nent.

meeting dispersed at 11.30 o'clock eers for the rival candidates and for Mr. Gifford.

TOUCHING TRIBUTE.

Cohen Makes Affecting Reference to the President's Death.

ews New Year services at Tem- anu-el last evening and this morn- re well attended, many ministers local churches being present, and e United States Consul, Hon. m Smith. Rabbia Cohen was as- by a small choir, which rendered the quaint Hebrew melodies very bly, considering the brief period he choir has had for practice. evening the Rabbi delivered a pressive sermon on "Sin and Re- e," during which he exhorted his ants to eschew evil. He pointed t temptation was to virtue what rm is to the young tree. The enerutheus its roots and fibres, it t cling more closely than ever to nt soil, it contracts and expands sels, so that the sap may flow ely from the stem to the braches, s it plant and graceful, and it ips off its dead leaves and its ten fruit. Temptation strength- moral nature, it keeps conscience give it power for activity and ing the fruits of true holiness, it the soul cling more firmly than the Divine Rock in which it and while rudely shaking it, it ff the dead and decaying leaves icial virtue.

is morning's service the Rabbi's was on "Prayer," and he also to President McKinley's death st touching manner, moving many Some of his remarks follow: ord hath given, the Lord hath way, blessed be the name of the

m McKinley is no more. It was ek ago that we heard of the das- eed which was destined to re- m from the scene of life, and eath was his? History will now register among its annals yet monstrous crime perpetrated by s of humanity. Verily can we Help Lord; for the godly man for the faithful fail from among ren of men." Many an eye will many a cheek will be wet with r William McKinley was a od fearing man, a loving hus- kind friend and a conscientious of his country.

great bereavement we extend rest condolence for the unpar- which our neighbors have sus- Our sorrow is too great for We recognize what a great deal wards binding together the two glo-Saxon peoples, how he cem- e friendship which exists now— pray will always exist—between ed States and Great Britain. tions which are the champions and justice, brothers and sis- the sacred Day of Atonement, seech God for the repose of the William McKinley, America's il- President, who has entered im- story as he has entered the im- vouchsafed to the just, and have his glorious page in the the world as a righteous, godly man. Let us pray that God his broken-hearted wife and re- May He help them to bear their ith fortitude.

pray also for a continuance of ship, love and brotherly good- tween the States and the Bri- re. May the soul of William repose in the land of the liv- ling God's glory and delighting goodness. Of him it may be : "May the memory of the be for a blessing."

will be held in the synagogue ng and to-morrow morning.

BIRTHS.

—At Revelstoke, on Sept. 5th, e of H. J. Hanbury, of a daugh-

Revelstoke, on Sept. 11th, the M. J. Scott, of a son.

At Revelstoke, on Sept. 8th, the J. Porter, of a son.

R—At Silverton, on Sept. 2nd, e of F. Liebscher, of a daughter.

MARRIED.

MMILL—At Revelstoke, on 9th, by Rev. W. C. Calder, Al- n Bruce and Rose Simmill, both loops.

DIED.

L—In this city, on the 12th Robert Stocks Mitchell, in his ar, a native of Belfast, Ireland. Ireland, and Montreal, Que., ase copy.

T—At Craigellachie, on Sept. A. Crockett, aged 50.

—At Revelstoke, on Sept. nt daughter of Mr. and Mrs. H. bury.

LOOKING FOR NEW C. P. R. STEAMERS

CAPT. TROUP GOING EAST ON BUSINESS

Empress of India, Which Is to Carry the Royal Party, En Route to Victoria From Orient.

Capt. Troup, manager of the C. P. N. Company, is expected to leave Vancouver for the East to-day. The object of his trip is said to be that of locating a steamer to replace the lost Islander, and also of seeing what can be done towards obtaining a new vessel for the Victoria-Vancouver run. From the coast he goes direct to Montreal and thence to New York. The purchase of a modern steamer to succeed the Charmer in the ferry service has long been under consideration, and the delay has been largely due to the scarcity of steamers suitable for the business. Ever since Capt. Troup took over the management of the C. P. N. Company he has had the matter under his consideration, and has prepared plans of the description of a vessel necessary. He has also submitted these to some of the big ship building firms. If the steamers of the required speed and size cannot be found on the Atlantic it is probable that orders for the construction of two new craft will be left on the Clyde. Both may be built simultaneously.

In an interview given the Times some time ago, Capt. Troup stated that there were no steamers on this coast suitable for their work either on the Vancouver or Skagway route, and it was therefore necessary to go abroad for them.

AMUR MEETS WITH ACCIDENT.

As a result of an accident received on her return from Skagway, the C. P. N. steamer Amur will go on the Esquimalt marine railway this afternoon for repairs. The steamer arrived here from the North early on Sunday morning. The exact nature or the extent of her damages have not been learned. Although requiring that the steamer be docked, they are not believed to be serious. It was just as the steamer was leaving Lynn canal that the accident occurred. Capt. Locke, it is stated, was below and Pilot Newby was on deck. It was 11.30 when the vessel struck, and she was then swinging around the Chilcat Islands. The blow was light and the steamer was again proceeding on her way in a very short time. How the accident happened could not be ascertained from those aboard this morning, all met being undesirous of discussing it. According to Purser Munro all the 65 passengers brought south on the steamer landed at Vancouver, where the steamer called on Saturday, and the vessel brings no treasure.

Word of a narrowly-averted disaster on the White Pass & Yukon railway is brought by the Amur. The train, in which many of the passengers travelled, over the summit, appears to have been an unusually long one. When rounding a sharp curve near the summit the rear car failed to make the bend, and, leaving the rails, plunged along the edge of the precipice for a short distance. The engineer in charge acted with great coolness, and his promptitude in pulling up the train probably saved the lives of many of the passengers. The accident happened just as the rear car was approaching one of the few spots in that part of the line where an embankment and not an over-hanging trestle or sheer drop flanked the outside rail. As it was, when the train was brought to a standstill, the car was canted over on her side on the edge of the precipice, the rear end projecting over it. Below was a sheer drop of about 200 feet, and then a steep incline of probably 300 feet more. Had the car gone over it must have been smashed to atoms and its passengers dashed to pieces on the rocky ground 500 feet below, in the bottom of the valley where the village of White Pass nestles.

D. G. Macdonell and several other Vancouver passengers were aboard the train, but, fortunately, not in the derailed car.

Rev. Father Rene, prefect apostolic, in charge of the Catholic missions of Alaska, has returned from a trip to Nome and Teller with news as to the full extent of the awful ravages of the plague among the Lower Yukon Indians last summer.

Father Rene states that large numbers died over the area spreading from Nulato down to St. Michael and southward to the Kuskokwim and northward toward Behring Strait. Many in the Lower Yukon basin were victims. The mortality amounted to many hundreds. The old Indians were chiefly the victims. The epidemic was a sort of cholera that ran among the natives alone. Father Rene says it is thought to have been brought over in some way from the Siberian coast. The shortage of fish and other food among the natives did a great deal to spread the plague by rendering the Indians first impoverished as to strength and unable to withstand the disease. A very strange report is brought by Father Rene as to the origin of the Indians of America, according to a northern correspondent. He states that it has been ascertained by the missionaries at Nulato and those in Arizona and New Mexico that the Indians of those two widely remote quarters speak the same identical language. The report seems scarcely credible, but comes from the father direct as given to him by priests under his charge at Nulato, who have mastered the Nulato language and who have been corresponding with the fathers among the Apaches. The headquarters of Father Rene are in Juneau. He will proceed from Dawson to Seattle to endeavor to raise funds for the establishment of a Catholic hospital at Nome. He established a Catholic church at Nome only a few weeks ago, and left a priest in charge, and soon will have an assistant sent there. The health of the natives and the work in the missions along the Yukon this summer is reported good at all places. The epidemic which killed so many last year terminated early in September, but the results were so far reaching they could not all be ascertained until this summer, and then only in a general way, as told.

RED ROCK IN PORT.

With a large general cargo consigned to R. P. Rithet & Company, of this city, the British ship Red Rock, which has been anxiously looked for during the last few weeks, arrived from Liverpool last night, after a tedious passage lasting 160 days. Capt. Porter reports that he sighted no vessels en route at a distance sufficiently close for recognition. The voyage was devoid of incidents worthy of relating. Light winds with occasional calms were experienced in succession, and it was this kind of weather that was responsible for her unusually long trip. The Red Rock is a vessel of 1,644 tons register. She was chartered shortly after the disaster occurring to the Primrose Hill, in the English Channel last winter, and carries largely a duplicate cargo of the one lost in that memorable castrophe. It includes naval stores which will be discharged in Esquimalt before the vessel is brought around to the outer wharf to land her Victoria freight. From Victoria the ship will be taken to Vancouver, for where she also has considerable cargo. She is one of the fleet chartered to carry salmon and her arrival now is therefore most timely.

In addition to the Red Rock there arrived from sea yesterday three other merchantmen—the Chas. Cotesworth in the morning and the Placilla and Matterhorn in the evening. The last named comes from one of the South American nitrate ports and is out 65 days. She comes here for orders.

WILL SAIL TO-MORROW.

Dodwell & Co.'s steamer Tacoma will call here en route to the Orient to-morrow with a large passenger list and a full cargo of merchandise for the Orient. She will call at Yokohama, Moji, Kobe, Hongkong, Shanghai and Port Arthur this voyage, and will not arrive back until the middle of next January. Upon completing her voyage to Port Arthur the Tacoma is to go to the Kowloon drydock at Hongkong, where she will undergo an overhauling and extensive repairs occupying about two months. Captain Andrew Dixon, the well known commander of the Tacoma, has returned from an extended visit to his old home at Glasgow, Scotland, and resumed command of the Tacoma, vice Captain John Alwen. Captain Dixon returns much improved in health and appearance and glad to get back again, although it had been six years since he had seen his aged mother at Glasgow. Captain Alwen, who commanded the Tacoma during Captain Dixon's vacation, was formerly first officer of the liner Victoria. It is stated that he will now take command of the steamer Garonne for a voyage to Nome.

NEW STEAMSHIP COMPANY.

The Globe Navigation Co. is the latest competitor in the carrying trade of the North Pacific ocean. The home port of the new line is Seattle and three steamers are expected there in quick succession. They are all coming by way of San Francisco, having carried cargo to that port. The first to arrive in Seattle will be the Tampico, a practically new boat of 3,000 tons burden.

On Tuesday a telegram was received by J. W. Clise, vice-president of the company, stating that the third of the steamers of the new fleet had arrived in San Francisco, and would be immediately unloaded. The steamer referred to is the Meteor, a 3,400-ton vessel just off the ways in the Norfolk yards, from which port all three of the company's vessels originate, and her long trip around Cape Horn and into Pacific waters is the first one on which she ever turned a screw.

The Eureka is another one of the Globe line's new vessels.

The Tampico will be in port but a few days, when she will be loaded and started on her initial trip under the company pennant for Honolulu.

BRINGING MANY PASSENGERS.

R. M. S. Empress of India, which is due here from the Orient on Tuesday, is carrying a number of Chinese passengers for this city. Advices received from Yokohama state that she has also a large saloon passenger list. She will land here one warrant officer and eighty-one men from the Royal Horse Artillery at Hongkong, who, as previously announced, are en route home in this direction, it being their intention to remain over at Victoria a few days and to embark on the Sicilian sailing from Montreal on the 28th inst. The India, while in British Columbia waters this trip, will have the distinction of carrying the Royal party to Victoria from Vancouver.

ATTEMPT AT POISONING.

Private advices from Hongkong bring details of an attempt on the part of a sailor and a cook to poison the captain and his family, a young woman passenger, and two mates of the American schooner Envy, which reached Singapore recently from the South sea. The vessel was commanded by Captain John Strachan, who was accompanied by his wife and son, Wallace, and Miss Bowman, a companion to Mrs. Strachan, who joined the schooner at Sydney. On several occasions these persons, as well as the two mates, became suddenly ill after eating. Finally, after an investigation the cook, William Brodie, confessed that he had placed phosphorus in the food, at the suggestion of an Arab sailor named Salem. Brodie claimed that the Arab had a strange influence over him, which he had been unable to resist. Both Brodie and Salem were put in irons, and turned over to the police upon arrival at Singapore.

FROM CALETA BUENA.

One of the fleet of five sailing ships arriving in the Royal Roads from different points of the world yesterday was the four-masted German ship Placilla, Capt. Schmidt, which comes from Caleta Buena, Chili. She was 43 days in making the passage, and is bound for Tacoma, where she will receive grain cargo. She will be towed thither probably this evening.

In conversation with a Times representative to-day Capt. Schmidt said that Caleta Buena was a place of about one thousand inhabitants, and is notable only for the nitrate which it exports. Not a bit of vegetation can be seen in the place, and the residents have to depend entirely for their water supply on the ocean. The salt water is condensed and in this way is used for all purposes. The mines of the place are situated about a mile and a half inland from the city. They are vast in extent, and nitre taken from them is sometimes found a couple of feet from the surface, and frequently at a depth of twenty feet. It is refined at the mines and then shipped to the coast, where it is forwarded to different parts of the world.

THE ISLANDER INQUARY.

The Seattle Post-Intelligencer of Saturday says: "Apparently the steamer Islander disaster is to be more thoroughly investigated than was at first supposed. George A. Stewart Potts, a Victoria attorney, who is looking after the interests of a number of the survivors and relatives, was in Seattle yesterday interviewing several persons who were on the ill-fated ship at the time of the accident, and arranging to have them attend at Victoria on the 25th of this month, when the investigation will be resumed. Mr. Potts declined to be interviewed, but stated that owing to the general feeling in Victoria that the inquiry was being conducted in such a manner as to exclude some important evidence, representations had been made to the Dominion government which resulted in the appointment of E. V. Bodwell, K. C., to attend the sittings of the commission on behalf of the department of justice. The result will probably be that the witnesses already examined will be recalled for cross-examination by Mr. Bodwell, and it is predicted that some new and important evidence will be introduced."

THE TACOMA'S CARGO.

The Northern Pacific liner Tacoma, Captain Dixon, which sailed for China and Japan on Saturday afternoon, carried a full cargo of general American merchandise, valued at about $216,000. Her passenger list this voyage is large and among the saloon passengers are L. E. Didway, Oscar Batt, Ed. Goggins and Mr. and Mrs. George Taylor, Klondikers who recently came down from Dawson City, and who are en route to Manila to prospect for minerals in the Philippines. The Tacoma will not return to the Sound again until next January, as she is to be given an overhauling at Hongkong on this voyage, which will require about two months.

The Tacoma's cargo is consigned to all important ports of call in Japan and China, in addition to which she will go through to Port Arthur this voyage. Cargo consigned to Manila will be transshipped at Hongkong. Probably the most unusual item on the Tacoma's manifest was "one milch cow, valued at $50," and consigned to Hongkong. Domestics form the most valuable item in the cargo, there being 1,679,200 yards. Of flour the Tacoma has 28,747 sacks. There is a large quantity of groceries and foodstuffs in the cargo, including 538 barrels of sauerkraut consigned to the Orientals. She has some thirty-five passengers in the steerage.

MONTHLY REPORT.

R. P. Rithet & Co.'s monthly freight and shipping report for August says: "The freight market, in common with all other branches of business, has been seriously affected by a laborers' strike in San Francisco and neighboring ports, but, with any certainly of prompt loading, there would be a good demand for grain tonnage at about 40s. The best quotation is 38s. 9d., but owners are unwilling to accept this rate, while on the other hand exporters refuse to charter. Lumber carriers are in moderate demand, with little change in rates.

"The salmon pack on Fraser river will aggregate about 880,000 cases, as compared with 585,000 in 1900. Three new charters have been added to our list, making a total of 10 vessels, with a carrying capacity of about 600,000 cases.

THE SEALING SEASON.

Fall hunting for seal in Behring Sea has not set in very auspiciously this year. Up till mid-August the operations of the schooner fleet have not been very successful. Captain Cox, of the Union Steamship Company's steamer Capilano, of Vancouver, who is now visiting his home in this city, states that on the 14th of last month he spoke the Arietis and the Penelope, the former with 190 and the latter with 150 skins. He also had a conversation with one of the skippers of the United States revenue cutters, who told him that the seals on entering the sea this year met great quantities of ice. The consequence was that they sheared off from their usual course into the sea, and will be found this season in different haunts to those wherein they are usually seen. On going North Captain Cox says he hardly met a seal, but on his return he ran into great herds of them to the northeast of where they are generally looked for. The weather in Behring Sea Captain Cox describes as very rough up to the time of his leaving.

WORK ON THE YUKON.

Supt. J. C. Tache, of public works of the Yukon, has in contemplation a number of important improvements in the channel of the Yukon.

The chief work contemplated is the completion of the 4,000 feet of dams to confine the water at the head of Lake LaBarge in one deep channel, the removal of one of the fingers from Five Fingers and three boulders from the Thirty-Mile river that are a great menace to navigation. The work of dredging the channel at Upper LaBarge is now in progress and will possibly be finished this fall. A large dredging pump is coming from below to be used next year in dredging along the river. The three boulders in Thirty-Mile will be taken out some time this month. All told there have been nearly two hundred boulders taken out of Thirty-Mile. Some little work has already been done at Five Fingers, and it will be concluded after the river freezes. Nothing is to be done to Hell Gate until next season, when the department can expend its entire energy at that point.

PIONEER OF THE M'MILLAN.

Arrivals from the North tell of a venturesome feat recently undertaken by the steamer Prospector in the North. With a party of surveyors and prospectors aboard the steamer ascended the McMillan river a distance of 180 miles, beating all former attempts at navigating the stream fully 100 miles. The McMillan is a tributary of the Pelly river, and heretofore has been looked upon as not navigable beyond eighty miles or so from its mouth. The Prospector, however, with skillful handling, made the run successfully, and in so doing has placed within communication a vast country, the richness of which may yet compare favorably with other famed portions of the North. The steamer is a Victoria built craft, put together at White Horse, and was operated early in the season between that point and Dawson.

ALEX. BLACK HERE.

Following close behind the Red Rock from Liverpool came the British ship Alex. Black from London on Sunday. She was towed in by the tug Lorne, and is now at anchor in Esquimalt. Her voyage was very similar to that of the Red Rock, except that in rounding the Horn bad weather was encountered, through which, however, the ship escaped unscathed. The vessel is out 145 days. She brings from London a full general cargo consigned to R. P. Rithet & Company. A passenger aboard is an old country gentleman who made the trip to get an impression of what travelling by sailing vessel is like, and also of seeing this country.

TORPEDO BOAT'S TROUBLES.

Steamer City of Nanaimo, which arrived from Comox this afternoon, brings news that H. M. S. Condor is taking target practice there. The destroyer Sparrowhawk was also at Comox, and the torpedo boat No. 39 had just arrived before she sailed for Victoria. Some of her furnace gratings fell out while the boat was up the Campbell river to bring down a fishing party, and for a time it is said she drifted down stream.

The City of Nanaimo had as passengers from the Campbell river to Nanaimo Capt. Audaine and Messrs. Bartlett and Pooley. They had been up the river and included in their spoils were six large salmon, weighing over 50 pounds each.

COTTAGE CITY CALLS.

Capt. David Wallace, until recently master of the Pacific Coast steamer Queen, was in command of the Cottage City when that steamer arrived here on Sunday on her way to Alaska. He has been succeeded on the Queen by Capt. H. H. Lloyd, while his predecessor on the Cottage City returns to shore duty as pilot for the company. The Cottage City proceeded North from here about 6 o'clock, after loading some 30 tons of freight at the outer wharf, which are being forwarded by R. P. Rithet & Co. to White Horse and Dawson. The steamer was well filled with passengers on departing.

SALMON CARRIER ARRIVES.

Another of the fleet chartered to carry this year's salmon output to Europe has put in an appearance. The British ship Cotesworth, Capt. Harris, arrived in the Royal Roads this morning after a passage of 63 days from Callao. She is one of R. P. Rithet & Company's charters, and will, it is understood, load at the outer wharf. The vessel is of 1,031 tons register, and is the first of the salmon fleet arriving that will load here, the others having all gone to the Fraser.

THE CONDOR BACK.

H. M. S. Condor, which has been patrolling Behring Sea this year for the purpose of seeing that the regulations of the modus vivendi pertaining to the sealing industry were not violated, has arrived at Comox on her return to Esquimalt, and is expected to reach here this afternoon. She has a passenger, Robt. McMicking, one of the crew of the little schooner R. I. Morse, who having injured his hand had to be taken ashore in Alaska for surgical treatment. Until the ship reaches Esquimalt it will be impossible to state in detail what sealing news she brings from the sea.

THE SALMON FLEET.

The most recent salmon charter reported is the British bark Greta, which is now on her way to Esquimalt with a cargo of coal from Cardiff. She has been engaged by Farrell, Tregent & Co., of Vancouver, and is the tenth vessel secured. The capacity of this fleet is about 600,000 cases, while the total pack on the Fraser is but 880,000 cases. The fleet up till the present is as follows: Red Rock, Largo Law, Havila, Blythswood, Greta, Ballachalish, Chas. Cotesworth, Combermere, Santa and Beachdale.

COTTAGE CITY CALLED.

Steamer Cottage City came in from the North last night, landing nine passengers here before proceeding to the Sound. One of these was G. B. Gaines, who carried a valise filled with gold. Passengers by the steamer report that a disastrous fire occurred at Minook towards the end of last month. The fire is said to have started from a forest conflagration, and to have swept away all the miners' belongings, together with their homes. The officers of the Cottage City report no additional bodies having been found from the Islander wreck.

AGAIN IN CUSTODY.

Herr Most, the Well Known New York Anarchist, Under Arrest.

New York, Sept. 12.—Johann Most, one of the most widely known of New York anarchists and editor of the Freiheit organ of anarchy, was arrested tonight by Central Office Detectives Krauch and Fragneisen.

The arrest was made in a saloon. Herr Most objected volubly to the arrest, but to no purpose, and he was locked up at police headquarters as a "suspicious person." Capt. Titus refused to allow him to see anyone or to make a statement, the captain declaring he would not allow the prisoner to pose as a martyr.

The complaint against him, which covers five and a half typewritten pages, is based on and quotes in full an editorial which Most printed in his paper on September 7th. It reads in part:

"The greatest of all follies in the world is the belief that there can be a crime of any sort against despots and their accomplices. Such a belief is in itself a crime. Despots are outlaws, they are, in human shape, what the tiger is among the beasts; to spare them is a crime. As despots make use of everything, treachery, poison, murder so everything should be employed against them. Yes, the crime directed against them is not merely a right, it is also the duty of everyone who has the opportunity to carry it out and will be his glory if it is successful. Revolution is nothing but defence; murder as an instrument of defence is not merely allowed, it is a duty towards society when it is directed against a professional.

"We know our enemies, we know them all and everywhere personally. There can be no absolute success if they are again spared. Whatever stands on the other side of the line which divides the camp of ruling possessors of power from that of the people has come under the ban, let the people carry out the sentence. We say, murder and murder. Save humanity by blood and steel, poison and dynamite."

After Most was locked up, Captain Titus displayed the editorial and said: "There is a place on North Brother Island for those suffering from contagious diseases, and other places for those who are insane, and those murderous inclined, and we believe we can find a place for men who publish such articles."

Most protested to the captain that he had committed no crime and that all that had appeared in his paper was simply opinions in a new guise that had been printed and reprinted and voiced thousands of times in the last fifty years.

Herr Most's residence is in Brooklyn. The police records show he was arrested in 1886 for making inflammatory speeches in this city. Recorder Smythe sentenced him to one year's imprisonment and a fine of $500. He served his sentence at Blackwell's Island. In 1887 he was again arrested and charged with being the cause of an unlawful assembly and inciting to violence. He was found guilty by Judge Cowing and sentenced to one year's imprisonment. He appealed but was not successful, and served his time. In 1891 he was again arrested but not convicted.

LEGAL NEWS.

In the County court this morning the following cases were disposed of:

Oppenheimer vs. Oppenheimer, judgment reserved. Mr. Wootton for the plaintiff, and Mr. Marshall for defendant.

McKay Bros. vs. V. V. T. Company—Adjourned until to-morrow morning at 11 o'clock.

Cameron vs. Appleby—Order made. Mr. Bradburn for the plaintiff.

B. C. Cold Storage vs. Earsman, Hardie & Co.—Application dismissed. Mr. Griffin for plaintiff, Mr. Lawson for defendant.

The Vigelius estate case was stood over until the 20th, and in that of the James Pearson estate probate was granted.

An official administrator was appointed in the estate of Wm. Holmes, and in the case of the estate of J. W. Keating, one of those who lost their life in the Islander disaster, power was reserved to the widow to apply.

Camels are perhaps the only animals that cannot swim.

LETTER FROM SEAGIRT.

Gunner Fleming Tells of the Trip to New York and the Shooting Competitions.

Company Sergt.-Major McDougal, who arrived from the East a short time ago, after participating in the competitions at Bisley and Eastern Canada in company with Company Sergt.-Major Richardson, Gr. Fleming and others, has received a letter from Gr. Fleming, who accepted the invitation extended to Richardson, McDougal and himself to shoot for the Canadians at Seagirth, giving an interesting account of his trip to New York, and the way in which he and the others were treated by the Americans. Owing to their leave of absence having expired Sergt.-Major McDougal and Richardson were unable to accept the invitation to attend this shoot. Gunner Fleming's letter, which is dated Seagirt, September 3rd, is in part as follows:

Although raining and rather dull, we had a beautiful trip on Saturday down the Ottawa river, and Sunday morning it was simply beautiful going down the Hudson river.

About 10.30 a. m. we landed in New York, Col. Thompson and members of the governor's staff meeting us. They simply took us in charge and treated us like kings, driving us through the city, then onto their yacht, going around the wharf and places of interest alongside the Shamrock (the Americans are favoring the Shamrock, and think of sailing their old boat).

Then we had a fine sail in the bay towards Seagirt, which is about forty miles from New York. At Seagirt we were met by the governor, and had a splendid dinner.

Monday we had a match, twelve men each, ten states entering, some combining. We were badly handicapped, not being able to use orthoptics and having to stand at 200 yards, but we got third place.

Their system of marking is much better than ours. They have orthoptics, wind-gauge and verner on their rifles. They use the Cragg-Gorgeson.

Thursday we have the big match, eight men and ten shots at 800, 900 and 1,000 yards. We are allowed to use orthoptics.

The Irish team are practicing hard. They were all at Bisley this year.

We have just finished a practice at 800 yards, and the boys have done very well.

There is a regimental match just going on, and with Major Mason, who is our commander, there will be six to make the team from Hamilton.

Saturday they are going to have a special match for the Canadian, Irishmen and their own men, using our own rifles. The Irish team with match rifles are to be handicapped one-tenth. They are putting up $500.

Their range is as level as a table from butts, and they mark for 10 men, while 200 to 600. We don't move from the ours would only finish about 6.

TERMS OF SETTLEMENT.

The Agreement Between the C. P. R. Company and Trackmen.

The terms of settlement between the Canadian Pacific Railway company and the trackmen have been received by the secretary of the local committee, wherein it is provided:

"All hands to be reinstated in former positions and dwellings within two weeks, without prejudice, with a proviso that any employees guilty of acts of violence or actions against the interests of the company, are to be considered discharged.

"In case of alleged injustice to any member of the trackmen's organization, the right to demand investigation is acceded, and should it be proven that a member has been unjustly treated, and time has been lost to him thereby, recovery of pay for lost time is open to him.

"Promotion is provided for according to seniority and merit.

"Conditions are also made that men shall have:

"Transportation, twice a month, to foremen and subordinates, to visit market. Half freight rates for supplies, at all seasons of the year.

"Transportation to any part of the line granted to foremen, once a year, and to subordinate trackmen, like privileges over the respective divisions on which they are employed.

"Increase of pay is provided for, amounting to $125,000, over the entire system. On the mountain sections this increase means an advance from $1.25 to $1.35 per day, for subordinate trackmen, and $1.40 for first and second hands.

"The company agrees to recognize the union, which is authorized to present a schedule of wages, as is done by other unions, for the consideration of the company, the schedule to be submitted direct to the general manager in Montreal.

Under this arrangement, the first schedule will be submitted in March next."

WOODMEN AT ALBERNI.

New Camp Instituted—List of the Officers.

A new camp of the Woodmen of the World was instituted at Alberni on Tuesday evening by W. E. Gillespie, D. C., with a large charter list of enthusiastic members. This camp starts under bright auspices with the following officers for the first year: Consul Commander, Capt. Geo. A. Huff; Adt.-Lieut., Ernest Woodward; Banker, Chris. Soll; Clerk, Hugh C. Cameron; Physician, Dr. Watson. Their meetings will be held on the first and third Saturdays of each month.

VICTORIA SLOOP SEIZED.

The Eva Said to Have Been the Craft Captured.

A few days ago a dispatch appeared in this paper from Port Townsend stating that a sloop had been captured by the United States revenue launch Guard on the suspicion that she had been smuggling. She was in charge of Fred. M. Johnston, the dispatch says, and was taken prisoner in Apple Tree cove. Since her apprehension it has been learned here that she is Eva, of this port, which, it is alleged, has been making periodical trips to and from the Sound, carrying opium and Chinese.

On the carrying of the former there is said to be still a very large profit. A vessel smuggling opium across to the American side from here can make from $5 to $6 a pound. The man Johnston, who was in charge of the vessel at the time of her capture, was placed under arrest immediately after the seizure of the sloop, and is understood to be now standing his trial. He is not the owner of the boat, however, that party being still a resident of this city.

The Eva's anchoring ground while here was generally in the upper harbor, a little this side of the Point Ellice bridge.

ADMITTED TO BAIL.

Zionite Elder Brooks and John Rogers Now at Liberty—Hearing Next Monday.

The preliminary hearing of Eugene Brooks, Zionite elder, and John Rogers, charged with manslaughter through neglecting to provide necessary care for little Victoria Helen Rogers in her illness, will take place on Monday morning next.

This morning counsel for the defendants, Geo. Powell for Rogers and Jas. S. Yates for the elder, made application for bail before Magistrate Hall. This was granted as follows: The defendants in sums of $2,000 each and sureties of $2,000 each.

Bondsmen were subsequently found in the person of John Jardine, who went surety for Brooks, and Messrs. Jardine and Horne who gave bonds for Rogers. The accused were then liberated.

The case for the prosecution will be conducted by the attorney-general's department, and this morning, before bonds were given, the prisoners were taken over by the provincial police.

They spent last night at the city lock-up. This was the elder's second experience in durance vile in this city, but he bore it with equanimity, spending part of the night in reading the Bible.

The coroner's inquest inquiring into the death of the Rogers baby will be resumed on Monday. This was adjourned from Saturday last.

"I'D RATHER BE DEAD than suffer again the tortures of insomnia, palpitation and nervous twitching of my muscles induced by simple neglect of a little indigestion." These are the forceful and warning words of a lady who proclaims that her cure by South American Nervine when everything else had failed was a modern miracle. A few doses gives relief. Sold by Jackson & Co. and Hall & Co.—92.

France now claims that in the event of war she can put an army of 4,000,000 soldiers into the field.

DAIRYMEN'S & LIVE STOCK ASSOCIATION OF B.C.

An Auction Sale

OF STOCK

WILL BE HELD AT

VICTORIA

IN THE SHOW GROUND, COMMENCING ON

Thursday, October 3rd

AT 11 A. M.

The following imported Ontario stock will be offered for sale, without reserve. Rules of sale similar to previous sales. All stocks are registered in their respective herd books.

Shorthorns—10 Bulls, 5 Females. Ayrshires—1 Bull, 4 Females. Jerseys—2 Females, 1 Bull.

SWINE

Berkshires—6 Males, 6 Females. Yorkshires—2 Sows in pig. Tamworth—1 Boar, 2 Sows in pig. Chesterwhite—1 Boar, 2 Sows in pig.

SHEEP

Shropshires—10 Rams, 5 Ewes. Oxfords—5 Rams, 5 Ewes. Southdowns—5 Rams, 5 Ewes.

The stock has been ordered several months from the Department of Agriculture of Ontario, and is expected to be of exceptional quality. The Association has always aimed to get, not fancy exhibition stock, but reliable, healthy breeding stock at moderate prices, such as it will pay every farmer to buy.

Persons wishing to put up stock for sale at this auction must communicate with the Secretary so that it can be included in the catalogue.

L. W. PAISLEY, Auctioneer.

President, Major J. M. Mutter, Someros; secretary-treasurer, G. H. Hadwen, Duncans; committee of sales, Major Mutter, A. C. Wells, G. H. Hadwen.

WANTED—Woman, to do plain cooking and general house work for one in country; wages $3.00 per week; Christian preferred. Address Emanuel Throup, Milne's Landing, Sooke.