OW

SWING

Commodore Goodrich
es at Esquimalt
Speech.

TS TODAY.

of Live Stock Lead-
nt Programme
s for All.

nd 2nd.
2 years old—Robt. E. Barkley
d.
Yearling—Robt. E. Barkley 1st
calf, under 1 year—Robt. E.
t and 2nd.
nsisting of 1 bull and 2 females,
r—J. T. Maynard 1st, Robt. E.
nd.
y age—Robt. E. Barkley 1st.
any age—Robt. E. Barkley 1st.
SHORTHORNS.
years old and up—J. Tamboline
es 2nd.
years old and up—Jas. Richards
year old and up—C. Moses 1st,
ne 2nd.
, under 1 year—T. W. Paterson
Haggerty 2nd.
years old and up.—J. Tamboline
Bennett 2nd.
y years old—R. K. Bennett 1st,
y 2nd.
Yearling—H. M. Vasey 1st, R.
2nd.
lf, under 1 year—T. W. Pater-
. H. Ladner 2nd.
sisting of 1 bull and 4 females,
owned by resident of British
or 30 days prior to entry—J.
1st, C. Moses 2nd.
sisting of 1 bull and 4 females,
old, open to all—J. Tamboline
Bennett 2nd.
age—J. Tamboline 1st.
any age—J. Tamboline 1st.
HEREFORDS.
years old and up—F. Kirkland
year old and up—F. Kirkland
under 1 year—F. Kirkland 1st
years old and up—F. Kirkland
d.
years old—F. Kirkland 1st.
arling—F. Kirkland 2nd.
lf, under 1 year—F. Kirkland
sisting of 1 bull and 4 females,
—F. Kirkland 1st.
age—F. Kirkland 1st.
ny age—F. Kirkland 1st.
ADED DAIRY STOCK.
years and up, in milk—Smith
Bishop & Clarke 2nd.
nder 3 years—Smith Bros. 1st,
Clarke 2nd.
f—Smith Bros. 1st, E. P. Mil-
ows, 2 heifers, under 3 years—
1st, Bishop & Clarke 2nd.
y breeds—Smith Bros. 1st, A.
Sons 2nd.
y breds—H. Bonsall 1st.
FAT CATTLE.
ow, any age—Smith Bros. 1st.
eef breeds—Jos. Tamboline
beef breeds—Jos. Tamboline
RSES—ROADSTERS.
, 3 years old and up—Andrew
, Bishop & Clarke 2nd.
filly, 3 years old—R. C. Mc-
G. Johnston 2nd.
filly, 2 years and under 3—
lt 1st.
lly or entire, 1 year—R. G.
d.
1904—Andrew Fairfield 1st,
2nd.
atched horses (mares or geld-
rness to vehicle—J. T. & J.
1 1st.
er (gelding or mare), in har-
icle—Stephen White 1st, H.
double or single, including
mplete—J. T. and J. H. Wil-
DESDALE DRAFT.
years old and up—H. M.
. G. Bell 2nd.
e, 3 years old and up—J.
. M. Vasey 2nd.
filly, 3 years—J. Bryce 1st.
filly, 2 years and under 3
ce 1st and 2nd.
filly, or entire, 1 year old—
d—H. M. Vasey 1st and 2nd.
FFOLK PUNCH.
years old and up—W. Thomp-
, 3 years old and up—W.
filly, or entire, 1 year—W.
, C. W. McIlmoyl 1st.
d—W. Thompson 1st.
NGLISH SHIRE.
years old and under 3 years
s. 1st.
RD BREED TROTTERS.
y age, shown in harness—
1st.
years and under 3 years—J.
Wilkinson 1st.
3 years old and up—J. T.
ilkinson 1st, J. T. Maynard
lly, 3 years—J. T. and J. H.
years and under 3 year—J.
Wilkinson 1st.
—J. T. and J. H. Wilkin-
Maynard 2nd.
DBOROUGHBREDS.
years old and up—E. Raney
2nd.
filly, 3 years—Bishop &
McLaughlin 2nd.
IP — ROADSTERS, STAN-
ED, THOROUGHBRED
AND COACH.
age—Geo. Marshall 1st, E.
ge—F. B. Pemberton 1st,
. Wilkinson 2nd.
DDLE HORSES.
saddle horse—F. B. Pem-
Moses 2nd.
PURPOSE HORSES.
with foal at foot—A. G.
ng, 3 years old or over—
lst, Quick Bros. 2nd.
lly, 2 years old or over—
lst.
y, 1 year old—Smith Bros.
Grimner 2nd.
filly or entire—Bishop &
Norris 2nd.
armer's general purpose
ss to vehicle—F. B. Pem-
Richards 2nd.
PONIES.
and not over 14½—Jas.
bbt. E. Barkley 2nd.
ONSHIP DRAFT.
age—H. M. Vasey 1st, T.
ge—J. Bryce 1st, H. M.
Be Continued.)

ND CONTRABAND.

s Point Out Unsatisfac-
e of Latest Protocol.

26.—Several of the
today editorialize seri-
the Russian decision on
contraband, which is
in the English press to-
ly Graphic says: "To
rpret the rule leniently
g the conditions of leni-
alue in the commercial
in no way modifies the
ecision." The Standard
that more information
fore the limited conces-
cepted as meeting the
n demands.

Here's a Pretty How D'ye Do

Third Secretary to His Britannic Majesty's Ambassador Fined.

Obdurate Country "Judge" May Embroil John Bull and Uncle Sam.

Pittsfield, Mass., Sept. 26.—Hugh Gurney, third secretary to Sir Mortimer Durand, the British ambassador, who has been spending the summer in Lenox, was this morning fined in the police court at Lee on two charges.

For contempt of court he was fined $25. A similar fine was imposed in a case charging him with speeding his automobile in Stockbridge, Sunday. Mr. Gurney, when arraigned in court, positively refused to plead, claiming that as "he was the third secretary to His Britannic Majesty he could not, under international law be arrested and held for any crime." Special Justice Phelps said he did not recognize international law in his court and informed the defendant that he must enter a plea. Despite this statement Mr. Gurney continued in his refusal. Then a fine was imposed for contempt of court.

Mr. Gurney did not have in his possession sufficient money to pay the fine, and he was committed in the charge of an officer, Deputy Sheriff Noble of Stockbridge, who made the arrest. The officer accompanied Mr. Gurney to Lenox, where the money was secured.

Washington, Sept. 26.—Notice of the action of a special justice at Lee, Mass., in fining Hugh Gurney, third secretary of the British embassy, was received at the American state department in a telegram from Mr. Raikes, first secretary of the embassy, who is at Lenox. The department immediately transmitted this telegram in substance to the Governor of Massachusetts with the suggestion that he do whatever might be necessary to secure the immunity of Mr. Gurney. It is believed at the department that the matter may be far more serious than the local officers at Lee seem to regard it. In the first place, by constitutional and statutory law the persons attached to an embassy are expressly relieved from any legal responsibility and the exemption even extends to domestic servants. Section 4,063, Revised Statutes, declares that any writ prosecuted in any court of the United States of a state or by any judge or justice intended to cause imprisonment and arrest of any public minister or his servants shall be void. The succeeding section provides that every person by whom such arrest is obtained or prosecuted whether as party or attorney, and every officer concerned in its execution, shall be deemed a violator of the law of nations, and disturber of the public repose and shall be imprisoned for not more than three years and fined at the discretion of the court."

Now In Sight Of Russian Lines

(Continued from page 2.)

they sold it to us for 75 cents (gold) a bottle. They had canned fruits and Armour's beef, and with what remained of our water-soaked stores, we made a good dinner. In the morning of August 8th it rained heavily still and we remained there, drying clothes over big charcoal fires, and the next day, ere noon, we resumed the trek north.

Two miles north from Kaiping we came upon the field of battles there, the field being on two hills on either side of the road, both connected by a small stone bridge. On one of the hills was a large Mahommedan monument, a square tower of crumbling stone, which seemed to have been broken at a corner by a shell. There were some well-constructed shelter trenches and several lines of trenches on the hill, with wire entanglements that seemed very useless at the foot. We (I and the artist) scrambled down from the hill and rode north—and then it rained again. Whiting and Wallace, of the S. F. Bulletin, who had some up, both got into a spruit, while my pony made a good ford. The others went in to their saddles and got wet. We sheltered for a while at a hillside temple and proceeded towards dark. Night fell with more rain, and it was a dark and dismal night. So to make things more interesting we lost our way. For several hours we staggered over muddy roads, floundering in mud that often reached almost to the horses' withers, and shortly before midnight we saw a distant light. It was a railway barracks and there were Japanese there. We shouted and finally a sentry came. The barracks was at the other side of a flooded spruit, and Prior and Burleigh were halted there, both lost. The sentry shouted that we must cross; so we crossed. And then things happened. Melton Prior's horse slipped and went down, carrying the veteran with him. Whiting and Wallace sprang into the spruit, having quickly dismounted, and dragged the artist out, he pluckily holding up his horse as well as he could. When we had forded the spruit and reached the station a guide came and led us into the darkness. Suddenly his light went out and he disappeared. We were lost again. Vainly we searched through the kowliang and ultimately Wallace, Whiting and I found a Chinese house, where we pummelled on the door until we gained admittance, and then tired and weary we slept.

By daylight, some soldiers who had discovered our whereabouts from the Chinese came and brought us rice, tinned meat and beer. The Chinese gave us millet and tea. We had cocoa and sardines in our saddle bags and all told, had enough for breakfast. Some of the other lost ones came in as we breakfasted, having been riding all night. They stayed to sleep, but we pushed on seeking the front. By night we were at Ta-shih-chiao, a distinctly Russian city, of brick and stone, the railway junction to Newchwang 14 miles away. Not long before we came, there was heavy fighting at Ta-shih-chiao. We saw the trenches and the marks of battle amidst the cut kowliang as we rode north. That night, August 10th, we "pigged it" on the floor of an abandoned house, whose broken window looked out on the barracks which had been converted into a Red Cross hospital that held 470 wounded. We sat, squatting on the floor, and at from the cans we brought,—the canteen had failed completely to keep up with our gait—and slept on the floor, wrapped in our horse blankets.

In the morning, behind the convoys of bullock carts and the heavy train-loads of supplies which the Chinese hauled, we rode towards Haicheng. There were many carcasses of horses on the road, and the way was thick with transports and moving soldiery. The railway barracks that had been loop-holed and stockaded looked as though there had been recent fighting there; in fact, as we came to the towered gates of Haicheng the war seemed near.

The Russians are within shelling distance of the camp from where I write. I live in a Chinese official's house, in a room of a long row at the back of a wide courtyard, or compound. Since I took up my quarters here I have learned how the Russians are fortifying Anshon hill and all the countryside for fifteen miles on either side of the railway; how they are holding the mountain passes, and digging miles of trenches, preparing to fight a decisive battle that will decide the fate of the important city of Liaoyang, 44 miles to the north. Yesterday we (the correspondents) rode out from the south gate of the city on a visit to General Oku at his headquarters. General Oku, whose evident strength of character impressed me—he looks more like a gentleman of the southern states than of Japan—welcomed us, shaking hands with each, and we were also welcomed by H. I. H. Prince Nashimoto, and the Chief of Staff Major-General Ochiia, each of whom shook hands with us, and addressed us with words of welcome to the field.

In a few days we are to ride out with them to the fighting lines to see what is expected to be a fight of fights.

ATTEMPTED OUTRAGE.

Obstacles Placed on Ways With Intention to Ruin New Battleship.

New York, Sept. 27.—The Herald tomorrow will print the following: With the intention of ruining the hull of the battleship Connecticut, which will be launched at the New York navy yard Wednesday, some person or persons placed an obstruction on the ways. How it was placed, or by whom, is not known, and it was not discovered until divers were sent down to make an investigation. This investigation was made as a matter of precaution and the naval officers then learned that an obstruction had been placed on the ways that would have destroyed the work of months.

Two watchmen have been placed at the stern of the vessel with loaded revolvers with instructions to fire at any suspicious object on the water. It is believed that the obstruction was brought to the yard and placed in position from a boat.

Letter Declared An Impudent Forgery

President Roosevelt Repudiates a Communication In Miner's Magazine.

Wholesome Truths Falsely Attributed to the Republican Candidate.

Butte, Mont., Sept. 27.—When Senator Fairbanks and his party arrived here they found the Republican leaders here much excited over the publication in the Miner's Magazine, published at Denver, by the Western Federation of Miners, of what purported to be a denunciation of labor unions by President Roosevelt and a denial of its authenticity by the President. The President's contradiction was sent to former Senator Lee Mantle in response to a telegram of inquiry from him, and was as follows:

"White House, Washington, D. C., Sept. 26.—Your telegram received. The letter you refer to purporting to be addressed by me to Michael Donnelly and printed in the Miner's Magazine of September 22nd, is, of course, an absurd and impudent forgery. I have written no such letter nor any letter even resembling it to Mr. Donnelly, nor anyone else. I have written Mr. Donnelly requesting to know if he has received any such letter and requesting him, if so to at once lay it before the district attorney of Chicago to find out whether it is possible to discover and punish the forgers. (Signed)

"THEODORE ROOSEVELT."

The letter in which the President was represented to have made his attack on union labor was addressed to Michael Donnelly, of Chicago, president of the Butchers and Meat Cutters' Union. The document is given in full, with President Roosevelt's name attached, but without date, and it is stated that it was written in response to an appeal from Donnelly to him to interfere for the settlement of the late butchers' strike. Following are some extracts from it:

"I stand ready to do as my illustrious predecessor, Grover Cleveland did, and assert the power of this nation against all local mulifiers."

"Last summer I felt impelled to write a letter calling my countrymen to put down lynching, but labor union terrorism and crime are as great a national menace as lynch law."

"Let me tell you, that the first duty of the officers of the law, whoever they be, sheriff, constable, municipal officers, mayors, governors, or the President himself, is to maintain public order and put down the mob with an iron hand."

After advising Donnelly to put a stop to the strike the President is represented as saying: "In any case be assured I will keep my hands off unless your folly brings you into collision with the laws of the United States, when my hand will go in a way you will not like. So far as I am concerned you have barked up the wrong tree. I am not to be either wheedled or frightened into meddling with what is none of my business."

REFUSED TO STOP HORSE RACING

New York Judge Refused Injunction to Restrain Jockey Club Meeting.

New York, Sept. 26.—Supreme Court Justice Maclean has refused an application for an injunction to restrain the Brooklyn Jockey Club from running races at Gravesend track on the ground that there was nothing in the papers to show that crime was about to be committed. In his opinion, the court had no power to grant such an injunction. The application was made by two lawyers, who asserted that gambling and pool selling was permitted by the jockey club at the Gravesend track, and such gambling would be permitted until the close of the meeting on October 2nd. Justice Maclean said: "Your papers do not satisfy that you have made out a case for an injunction." "But," said counsel, "we show that a man lost $1,000 gambling at the race track." "But," interrupted the court, "that happened the other day, and there is no proof before me that anything of the kind will occur tomorrow. At any rate the constitutional convention authorized the legislature to pass an act permitting one thing in racing enclosures and making that same thing in any other part of the state illegal, and I am not going to grant you an injunction."

A TRAITOR ESCAPES.

Joined the Enemy in Philippines, but Now Secures His Liberty.

Washington, Sept. 26.—President Roosevelt has disapproved of the findings and sentence of Alfred Skow, who was said to be a member of company M, 20th United States infantry, and who, as such, was tried by court-martial and convicted under two charges of desertion and of misconduct in joining the enemy and sentenced to death. It was found upon review of the case at the war department, that Skow had practically been discharged from the military service of the United States by competent military authorities in the Philippines in July, 1902, and that at the time he was arraigned he was no longer amenable to trial by court-martial. This action restores him to liberty.

UNRAVELING THE MURDER

Four Abortive Attempts on Von Plehve's Life Had Been Made Only One of Which Was Made Public.

CRIME IS TRACED TO GENEVA

Former Plotters Were Arrested and Quietly Made Way With—Accused Remains Firm in Determination Not to Speak.

St. Petersburg, Sept. 27.—(1:45 a. m.)—While some of the features of the plot which culminated in the assassination of M. Plehve, the minister of the interior, still baffles the police, the authorities profess to be now perfectly certain that the conspiracy was hatched in Geneva by half a dozen Russians, mostly Jews. The authorities know the names and addresses of the conspirators, but are unable to take legal action against them owing to the failure of the laws of Switzerland to interfere with political refugees, and, therefore, Russian terrorists are at liberty from their haven in the Alps to continue the work of assassination of Russian ministers so long as they are able to find emissaries willing to risk their lives, the organizers never venturing to carry out their own designs.

Six men who engineered the plot, according to the result of the police investigation are declared beyond shadow of doubt to have organized the series of political crimes, with the exception of the murder of M. Bobrikoff, the governor-general of Finland, began with the assassination of the governor of Ufa, on May 19, 1903, and ended with the blowing up of Minister Plehve on July 28th of this year. Gerchunin, whose plot resulted in the assassination of Minister Sipiaguine, April 15, 1902, now turns out to have been an emissary of these Geneva terrorists

For the first time the fact is now revealed that M. Plehve's murder had been preceded by four abortive attempts to encompass his death, which the department of political police frustrated in the nick of time by the arrest of the would-be assassins, who were quietly imprisoned or banished. Only one of these attempts has hitherto become public and that was revealed by the accidental explosion of a bomb in the Hotel Du Nord in St. Petersburg. Sasoneff and two of his accomplices continue in maintaining obstinate silence regarding the assassination of Minister Plehve, although one of the accomplices has confessed that he threw a bomb into the canal the morning of the assassination.

Berinhoff and other accomplices obey instructions of the society and remain silent.

Wireless System Of Telegraphy

Will be in Operation in Victoria Early Next Week— No Experiment.

The Station Is Already Fitted up For Receiving and Sending Messages.

The Pacific Wireless Telegraph Company hope to open for business in Victoria early next week. Their local station is at the Driard hotel, where all arrangements are rapidly nearing completion. The ariel mast is some 150 feet high and rigged out in the most approved style. Up to the present the local manager, who will also operate the system, has not arrived, but will be here as soon as everything is in readiness. Mr. H. A. Garnett, the local inspector, is now in Victoria with Mr. R. G. Brown, the company's electrician, making arrangements for the opening of the service, which they declare cannot fail to give complete satisfaction. Already the company have stations at Tracy harbor, San Juan island, Port Townsend, Fort Casey and on the U. S. S. Grant, all of which are working well. They expect to install a station at Seattle in the near future and to increase their service to meet the public demand. As might be expected, both gentlemen are enthusiastic as to the advantages of wireless telegraphy, and claim that atmospheric disturbances will in no way interfere with the sending or receiving of messages. As to its speed, it is only limited by the skill of the operator. Wireless telegraphy is no experiment, they aver, and while the cost is not probably less than that of the ordinary methods, the guarantee of speed and accuracy is greater. The communication between Catalina island and San Pedro has been carried on for over a year with the greatest satisfaction, even the island newspapers receiving all its news from the mainland by the wireless system. They expect a good business in Victoria as soon as their station is in operation here.

THE RUSH SOUTH.

Seattle Transportation Companies Preparing for Winter Exodus.

Seattle, Sept. 26.—The Alaska season for 1904 is closed as far as shipments to the north are concerned. The Pacific Coast Steamship Company has received advices from the White Pass and Yukon railroad not to accept any more freight for transportation to points in Alaska beyond White Horse, as the company will not be able to handle them. All the north coast lines are preparing for the rush of newcomers from all points in Alaska. They are beginning to arrive now and boats are preparing to leave for the last trip of the season to Nome, St. Michael, Dutch harbor, Cook's inlet and other calling points along the southeastern coast. There are a few shipments of treasure yet to come. On the White Pass this has been a good season for gold. The gold production of the northern district for the present year is estimated as follows: Klondike, $11,000,000; Nome, $10,000,000; Tanana, $2,000,000; all other districts, $3,000,000.

DEFUNCT SHIPBUILDING TRUST

Union Iron Works Company of San Francisco Sold to New Concern.

San Francisco, Sept. 26.—The Union Iron Works, one of the properties of the former United States Shipbuilding Corporation, was sold at public auction today by order of the Federal court of the district of New Jersey. The only bidder was Francis D. Pollock representing the reorganization company of the new shipbuilding company, 70 per cent of the stock of which is owned by Charles M. Schwab. His bid, the minimum allowable under the terms of sale, of $1,700,000 was accepted. The successful bidder deposited certified checks amounting to $165,000. The plant of the Harlan & Hollingsworth Company at Wilmington, Del., is now the only one of the former properties of the United States shipbuilding corporation not controlled by the reorganization committee.

COAL AT THE CANARIES.

Las Pamas, Canary Islands, Sept. 27.—The steamers, the Menzell, Miles and Bykia, under charter of the American Hamburg Steam Packet Company, have arrived here with about 10,000 tons of Cardiff coal today and are awaiting orders.

WHEN YOU NEED PHYSIC

Get a box of the old reliable Dr. Hamilton's Pills of Mandrake and Butternut, which loosens the bowels without causing griping pains. No remedy is half so satisfactory as Dr. Hamilton's Pills. Price 25c.

Kosmos Liners May Be Offered

Rumored That Big German Line Would Like to Try Canada-Mexico Run.

Conditions on Coast and in the Republic Would Favor Them.

If there is anything in the rumor which was going about town yesterday afternoon, the Canada-Mexico steamship line is going to provide some exciting bidding. The rumor was to the effect that the Kosmos line, of Hamburg, Germany, which has a host of ships plying on the South, Central and North American Pacific seaboards, had put in an application to the Ottawa government offering to put on three, or even four, of their large steamers for this traffic for a lower subsidy than that mentioned, namely, $100,000.

The rumor could not be traced to its source, but more than one person who had heard it was disposed to think there might be something in the report. It is pointed out, for one thing, that the Kosmos line practically controls the South and Central American coasting trade, which result has been secured, they say, by a wholesale cutting of rates, which had the effect of putting competitors practically out of business.

On the other hand, it is also pointed out that the Germans hold the commercial interests of Mexico in their hands, and that hardly anything of consequence in a commercial or industrial way goes on in Mexico without the Germans having a leading part in the matter.

The Kosmos line could easily spare half a dozen vessels, if necessary, for the Canada-Mexico trade and never miss them, so well are the other portions of the American Pacific coast covered.

ROSALIE'S LAST WEEK.

Next Monday, October 3, the steamer Whatcom will have the Victoria-Seattle run for her line all to herself, the Rosalie making her last trip for the season on Sunday next. The Whatcom will sail every day, except Sunday, at her usual hours—8 o'clock p. m. from Victoria.

THE QUEEN'S CARGO.

The steamer Queen, which sailed on Thursday from San Francisco for Victoria and arrived Sunday, with an assorted cargo consigned to various British Columbian ports, valued at $17,926, included the following: 1,475 pkgs fruits, 102 pkgs fresh vegetables, 35 pkgs onions, 7,090 lbs. dried fruit, 400 lbs. raisins, 673 lbs. dried fish, 65,210 lbs. malt, 239 bbls rye, 150 gals. wine, 116 gals. whiskey, 1,000 lbs. sugar, 120 pkgs paste, 3,028 lbs. cholocate, 2,720 lbs. 10 cs meals, 225 cs canned goods, 23 pkgs groceries and provisions, 2,023 lbs. coppers, 10 pkgs paints, 84,010 lbs. boneblack, 12 cyls gas, 39 pkgs machinery, 10 pkgs wagon material, 65 rolls roofing, 1,257 lbs. leaf tobacco, 12 pkgs plumbing material, 3 pkgs nails, 2 rolls leather, 30 pkgs electrical supplies, 2 cs hats.

The steamer also carried 300 cs canned salmon, 150 half bbls. pickled salmon and 4,118 lbs. hops, valued at $3,336, en route to Australia, and 104 lbs. pickled salmon, valued at $728, for Chicago.

CHARTERS AND FREIGHTS.

Market Has Been Active During the Past Week.

"The San Francisco freight market has been quite active during the past week, more fixtures having been made than for many weeks past. For barley loading to United Kingdom, 21s. has been accepted by a vessel not in the combination and 22s. 9d. has been paid for one in the combination. One vessel has been fixed for merchandise, several have been ordered to Australia in ballast, and a few lumber fixtures at rather weaker rates have been announced," says the San Francisco Daily Commercial News in its weekly review of the charter market, adding:

"Two vessel sare now in the North to load rails at Tacoma for the Orient, and it is understood that two more have been fixed for the same business, the vessels being now in Eastern waters. Grain freights in the North, as shown by the latest charters, hold steady with business dull. Coastwise lumber business is not in good condition, as the supply of vessels exceeds the demand, and this situation will be more pronounced as the Alaska season closes and many vessels will be on the market for other business.

HYADES' BIG CARGO.

The Boston Steamship Company's big freighter Hyades, Capt. Wright, sailed yesterday from Seattle for Japan and China. She took a full cargo, which includes almost every conceivable kind of American products. All told, she had 6,000 tons. Among the larger consignments are flour, canned meats, hardware, machinery, cotton, fish, nails and structurals. On this voyage the Hyades goes no farther to the Far East than Hongkong, though from the latter port some of her freight will be reshipped to Manila.

COURT SCANDAL REVIVED.

Berlin, Sept. 28.—A former companion of the deceased Princess Amelia of Schleswig-Holstein, aunt of the Empress Augusta Victoria, whose deportation to Cairo, supposedly at the instance of Duke Ernst Guenther in 1901, created considerable talk, was put on trial here yesterday charged with the theft of money and jewels from the Princess. The accused, Anna Milewsky, was the daughter of a village butcher and became a maid to the Princess Amelia in 1898, won her confidence and was made her traveling companion under the name of Countess Michaelovski. Duke Ernst Guenther followed them to Egypt, where two Arabs abducted the Countess and kept her prisoner in spite of her appeal to the German consul. Later she was deported to Germany. Her suit against Duke Ernst Guenther, began in 1901, for civil damages, has not yet been tried. The court, after hearing several witnesses, adjourned the criminal hearing to take the Duke's testimony. The accused claimed that Princess Amelia gave her the jewelry in question. The countess says she received the jewels for money loaned.

"Without Love Or License"

Steamship Employees Have Been Giving Lady Friends Free Trips to Seattle.

A Temporarily Deserted Husband Raised a Row and Gave the Snap Away.

"A sailor's life, a sailor's life for me,
Yo ho! we go across the sea," etc.

Since childhood's happy days the joys of a sailor's life have been sung into the ears of all who have been raised in even a comparatively musical atmosphere. The generation has grown up under the influence of Stephen Adams and other popular composers' songs, firmly convinced that "Jack's the Boy" all right with the ladies, and also that he is a free and guileless person much to be admired.

That he can sometimes be free—and very free at that—and that he also is the boy for the ladies seems to be borne out by the latest news in local marine circles. It has been discovered that two youths employed on a well-known steamer have been in the habit of taking girls for trips to Seattle and back—no doubt with a view to lightening the tedium of the voyage. These passengers didn't pay their way, at least not to the steamship company concerned.

How long the little game has been going on is not quite clear to the management; but to prevent it going on any longer the two young men who have been found out have been dismissed from the service.

The discovery came about through the agency of an irate husband. In these days of feminine emancipation, a husband will put up with a good deal, but when his wife is away from home half the day and all the night he apt to become a trifle worried. This husband did, anyway, and he made enquiries which resulted in the discovery that his wife had gone on a trip to Seattle under the more than questionable escort of a young fellow employed on the steamer. Then he went to the office of the company and raised a considerable rumpus.

The officials of the company were deeply shocked. Such "carrying on" were not at all their taste and were, also, bad for business. While steamship company officials are chivalric in private life, in business they expect even attractive young women to pay their fares when they take pleasure trips to sea, and so an investigation was held very promptly, and the two offenders were carpeted and dismissed in short order.

Enquiries made at the company's office yesterday resulted in the admission that the above facts were correct, and it was also explained that the young women had been taken on board in the usual way, the men having "managed the tickets" somehow without having purchased them.

There is not likely to be any prosecution as the officials consider that the young men are sufficiently punished by the loss of the positions they held.

WESTERN UNION CABLE REPAIRS

Staff From Construction Department Seattle at Work off Race Rocks.

Mr. Reid, superintendent of the Western Union construction department, Seattle, is here at present with a strong force of men attending to the necessary repairs to the Western Union cable from the island to the Washington mainland. The electric locators showed that an injury had taken place in the cable about seven miles from Victoria, and it is for the purpose of making good the damage that the construction department officials and men are on the spot.

They are working from a lighter about three miles from Race rocks, where the cable runs on the rocky floor of the sea at a depth of 95 fathoms. On Sunday all arrangements had been made for raising the injured cable, the grappling irons having found it. The work of repairing the damaged spot was to have been started yesterday. Those repairs will not take up much time, and it is expected that the work will be finished today.

The conveying cable is covered with an outer sheathing of galvanized steel wire, impervious to the action of the sea water, and offering the best resistance to the wear and tear amongst the rocks and other inequalities on the bed of the ocean. It is a considerable time since this cable required attention from the construction department. The steam launch Shamrock has been engaged to take out and bring back the men for the work morning and night. It was this circumstance that saved the lives of the party of survivors from the Blythswood's upturned boat on Sunday evening.

LOADED WITH MINING SUPPLIES.

An unusually large and valuable cargo was despatched north on the steamer Al-Ki, Capt. William Thompson, which sailed for Southeastern Alaska ports Sunday night from Seattle. She took 1,200 tons her freight including 700 rails for a short line of railway now building from deep water to the Copper mountain mine on Prince of Wales Island; 2,200 ties for the White Pass & Yukon railroad; 300 tons of iron hydraulic piping for the Detroit-Yugon Gold Mining Company, one of the largest corporations operating in the Klondike, and 600 tons of coal. The latter is to be taken on at Ladysmith, Vancouver Island.

The shipment of piping is being rushed with a view to delivery at Dawson before the close of steamer navigation on the Yukon.

PITIFUL HELPLESSNESS.

Victims of nervous diseases are most to be pitied because their ailment usually terminates in mental or physical helplessness. Paralysis, locomotor ataxia and insanity can only be avoided by building up the nervous system at the first signs of trouble and there is no preparation so well suited for this purpose as Dr. Chase's book author, are on every box.

Cowichan Fall Fair

(Continued From Last Tuesday's Edition.)

The following prize list of the exhibition held at Duncans last Friday and Saturday was crowded out of Tuesday's issue:

HORSES.—Division I.

Best Draught Brood Mare, foal at foot—W. A. Richards 1st.

Best Light Brood Mare, foal at foot—A. Nelson 1st, Jas. Evans 2nd.

Best Colt or Filly sired by "Just in Time"—A. Nelson 1st, F. H. Maitland-Dougall 2nd.

Best Saddle Horse—W. Kingston 1st, A. Keakey 2nd.

Best Pony (under 14-2)—Mrs. A. Green 1st.

Best three-year-old Colt or Filly—M. Edgson & Son 1st.

Best two-year-old Colt or Filly—W. Fard 1st.

Best one-year-old Colt or Filly—D. Evans & Son 1st, M. Edgson & Son 2nd.

Best Buggy Horse—W. Kingston 1st, F. Kingston 2nd.

Best General Purpose Horse, to be shown in single harness—W. P. Jaynes 1st, W. Kingston 2nd.

Best Draft Horse—J. Lamont 1st, D. Evans & Son 2nd.

Best Single Turnout, harness and trap to count one-half—J. Paterson 1st, C. Grassie 2nd.

Best Double Turnout—G. T. Corfield 1st, Mrs. Hogan 2nd.

Best Farmer's Team, harness and wagon to count one-quarter—G. T. Corfield 1st, D. Evans & Son 2nd.

Best Hurdle Jumper—C. Bazett 1st, M. Elliot 2nd.

CATTLE—Division II.

Best Shorthorn Bull, over one year—D. Evans & Son 1st, A. McKinnon 2nd.

Best Jersey Bull, over one year—F. H. Faitland-Dougall 1st, G. T. Corfield 2nd.

Best Holstein Bull, over one year—G. T. Corfield 1st, G. T. Corfield 2nd.

Best Bull, any other breed—D. Evans & Sons 1st.

Best Shorthorn Cow—D. Evans & Sons 1st.

Best Jersey Cow—A. W. Parry 1st, W. P. Jaynes 2nd.

Best Holstein Cow—G. T. Corfield 1st, A. R. Wilson 2nd.

Best Grade Milch Cow—A. R. Wilson 1st. W. Ford 2nd.

Best Milch Cow Sweepstakes—G. T. Corfield 1st. A. N. Parry 2nd.

Best two-year-old Heifer, any pure breed—G. T. Corfield 1st, W. P. Jaynes 2nd.

Best Yearling Heifer, any pure breed—G. T. Corfield 1st, G. T. Corfield 2nd.

Best two-year-old Heifer, grade—W. C. Duncan 1st.

Best Yearling Heifer, grade—W. C. Duncan 1st.

SHEEP—Division III.

Best Southdown Ram—D. Evans 1st, D. Evans 2nd.

Best Shropshire Ram—H. Bonsell 1st, H. Bonsell 2nd.

Best Pedigreed Ram in the show—H. Bonsell 1st, H. Bonsell 2nd.

Best two Fat Sheep—D. Evans & Sons, 1st, H. Bonsell 2nd.

Best two Ewes, grade (large)—H. Bonsell 1st.

Best two Ewes, grade (small)—D. Evans & Sons 1st, D. Evans & Sons 2nd.

Best three Lambs, half breed or grade—H. Bonsell 1st, A. S. Drummond 2nd.

Special prizes offered by the Vancouver Island Flockmasters' Association:—

Best pen of two Southdown Lambs, bred from V. I. F. A. Rams—D. Evans & Sons 1st and 2nd.

Best pen of two Shropshire Lambs, bred from V. I. F. A. Rams—H. Bonsell 1st, A. S. Drummond 2nd.

Best pure bred Southdown Ewe—D. Evans & Sons 1st, H. Bonsell 2nd.

Best pure bred Shropshire Ewe—A. S. Drummond 1st.

The Vancouver Island Flockmasters' Association Silver Cups. Prizes for open competition:—

For the best Shropshire Ram, any age, silver cup, value $20—H. Bonsell 1st.

PIGS—Division IV.

Best pure bred Berkshire Boar—G. H. Hadwen 1st.

Best pure bred Yorkshire Boar—G. T. Corfield 1st.

Best pure bred Chester White Boar—Mutter Bros. 1st, Mutter Bros. 2nd.

Best pure bred Tamworth Boar—W. Ford 1st.

Best pure bred Boar in the show—W. Ford 1st.

Best pure bred Sow—G. T. Corfield 1st, D. B. LeNeven 2nd.

Best pure bred Chester White Sow—Mutter Bros. 1st.

Best Grade Sow—W. C. Duncan 1st.

POULTRY—Division V.

Asiatics.

Brahma, any color, Cock and Hen—John Nicholson 1st and 2nd.

Cochin, any color, Cock and Hen—John Nicholson 1st and 2nd.

Langshan, any color, Cock and Hen—John Nicholson 1st and 2nd.

American.

Plymouth Rock, barred, Cock and Hen—G. T. Corfield 1st, J. Flett 2nd.

Plymouth Rock, white Hen—John Nicholson 1st.

Mediterranean.

Minorca, any color, Cock and Hen—John Nicholson 1st and 2nd.

Black Spanish Hen—Mrs. McKinnon 1st, A. S. Drummond 2nd.

Leghorn, white or buff, Cock—J. Haycroft 1st, J. Flett 2nd.

Leghorn, white or buff, Hen—J. Flett 1st, T. Haycroft 2nd.

Leghorn, brown Hen—G. T. Corfield 1st and 2nd.

English.

Orpingtons, buff or black, Cock—Mrs. McKinnon 1st, G. H. Hadwin 2nd.

Orpingtons, buff or black, Hen—G. H. Hadwin 1st and 2nd.

Miscellaneous.

Hamburgs, any color, Cock—John Nicholson 1st.

Hamburgs, any color, Hen—John Nicholson 1st and 2nd.

Polish, any color, Cock—John Nicholson 1st.

Bantams, Game Cock—A. S. Drummond 1st.

Bantams, Game Hen—A. S. Drummond 1st.

In each of these classes the prizes were as follows: Cock, first prize 50 cents; second prize 25 cents. Hen, first prize 50 cents; second prize 25 cents.

Best pair Turkeys—G. T. Corfield 1st.

Best pair Geese—G. T. Corfield 1st.

Best pair Ducks, white varieties—S. M. Dighton 1st.

Best pair Ducks, colored varieties—Mrs. McKinnon 1st.

Best trio of Cockerels—John Nicholson 1st.

Best trio of Pullets—John Nicholson 1st.

Dressed Poultry.

Best pair of Fowls—Mrs. Clouthier 1st.

Best pair of Broilers—G. H. Hadwin 1st.

Best dozen Eggs—A. S. Drummond 1st.

FIELD PRODUCE.—Division VI.

Best bushel of Spring Wheat—D. Evans & Sons 1st, P. Flett 2nd.

Best bushel of Barley—P. Flett 1st, W. Ford 2nd.

Best bushel Oats—W. C. Duncan 1st, W. H. Elkington 2nd.

Best bushel Field Peas—D. Evans & Sons 1st, W. Ford 2nd.

Best bushel Vetches—A. J. Bell, special.

Best six ears of Field Corn or Maize—W. C. Duncan 1st, G. H. Hadwin 2nd.

Best six stalks of Ensilage Corn—G. H. Hadwin 1st, W. Ford 2nd.

ROOTS AND VEGETABLES.

Division VII.

Best six Swedish Turnips—Mutter Bros. 1st, W. Ford 2nd.

Best six Turnips, any other kind—Mutter Bros. 1st, P. Murcheson 2nd.

Best six Mangolds, long—G. T. Corfield 1st, W. Ford 2nd.

Best six Mangolds, Globe or Yellow Tankard—J. Alexander 1st, C. T. Gibbons 2nd.

Best six Carrots, White or Yellow—W. H. Elkington 1st, A. R. Wilson 2nd.

Best six Carrots, Long White—A. R. Wilson 1st, C. F. Speck 2nd.

Best six Carrots, Long Red—A. R. Wilson 1st.

Best six Early Rose Potatoes—J. Flett 1st, J. Alexander 2nd.

Best six any other kind Early Potatoes—J. Alexander