Expenditure on Works of Develop ment Has Made Canada Great.

British Columbia's Progress Must be on the Lines of the

The Government of Canada lent to the Grand Trunk something over \$15,000,000, which with interest now amounts to over \$25,000,000, the Intercolonial Railway cost about \$55,000,000, the Prince Edward Island about \$3,750,000, the Canadian Pacific and Branches about \$63,500, 000, the Canada Central about \$1,525,000. other railways about \$7,000,000; which up to end of 1892 amounted to \$155,775, 000; the Canals have cost over \$70,000, 000; Public Works \$50,000,000, total \$275,775,000. Of this sum \$190,000,000 is credited or rather debited to Capital account since Confederation.

When we add to this vast sum what was spent for steamship subsidies and in other ways intended to develop the latent resources of half a continent and for the purpose, as one writer expressed it, of overcoming the physical barriers to communication and of welding a series of disconnected provinces into a compact whole, we can best appreciate the wisdom of a policy of expenditure which, though it brought the gross debt of Canada from \$93,000,000 in 1867, to \$295. 000.000 in 1892, and the net debt from \$76,000,000 to \$241,000,000 in the same time, or in other words was trebled in twenty-five years; on the other hand it trebled the assets, and advanced the credit of the country, so that while the debt trebled the amount of interest only about doubled and the net rate of interest was reduced from 4.51 to 2.93.

The consequence of this was an expansubstantial character, is unrivalled by comparison. The total trade in 1867 was \$130,000,000, in 1892 it was \$240,000,000, and to day the trade of Canada has overtopped its record and this despite the fact that universal depression has reigned for a recent period during which the trade of nearly every other country has seriously diminished.

to \$37,000,000 in 1892.

Canada in that time has spanned the continent with a railway and provided a net-work of railways for the people. She has created the most gigantic system of ing up vast possibilities for her future in

All of this has been accomplished as

practically completed those great public works of necessity, has reached a point of so on, will produce. equilibrium from which it will recede. more and more rapidly as the problem of evidenced the willingness to do all it can these public works the suffering experidevelopment works itself out more and and as fast as it can. There is the mean enced would have been greatly aug more fully

The circumstances which affected Canada in a large way affect British Columbia in a proportionately smaller way, only that the physical conditions-of natural barriers to development-are more pronounced in the latter case. British Columbia has, comparatively speaking, a harder problem of success to solve, and therefore the moral of the conditions and events out of which were evolved great results in Canada, applies with greater force in this Province.

In proportion to our means and populations, British Columbia has a greater task in order to meet the requirements of ment has endeavored to consider and \$6,412,830. If the expenditure goes on coals will be less keenly felt, and consetensive area of country, the long distances intervening between settlements, the rugged exterior of the Province and the many other well known obstacles to surmount in the way of communication, all render the expenditure of large sums of money absolutely necessary to effect the must stake on its future. It must follow principles of stable government. Coxey's desired ends—settlement, intercommunit out a liberal and judicious policy of de- army may be, and undoubtedly is, a cation and development of industry. If velopment and trust to the results of such it were not known that the Province was a policy in making the Province richer failure except as a finger-post in United abundant in resources from end to end, and greater in return. We are all here States history and a monument to hard the Government would not be justified in because we are sanguine of the future. times, but it is a legitimate political proentering upon a policy of opening it up. If we do not believe that what is neces-duct. The Argentine Republic failures

ments demand We must stop or go ahead. To go ahead means money.

country is railways. In a country where knew, and in the face of tremendous railway construction is difficult, population small, home trade limited, and returns largely in the future, capital will arrive at: either that the Province is not Dominion of Canada, South Africa and Chilliwack, into the Okanagan Valley, of trail, 600 bridges and 5,000 miles of not unaided undertake what we have not worthy of the effort or that the people sufficient faith to undertake ourselves. are not worthy of the Province. In no country has investment in railways proved fairly remunerative. Experience extending over a number of years has proved this. Only India and Germany, withdense populations, can earn over 5 per cent. in capital, the average being 34 per over the average and eleven less than the

average. What, then, may be expected in British Columbia? In the United Kingdom the interest on railway capital has varied in thirty-five years from 3.7 per cent. to 4.1 per cent., and that with How the Ers of Hard Times Has Been population of 35,000,000.

There is only one course open in order to secure and advance railways, and that is to assume burdens of debt and look for indirect returns in the increase of revenue and population.

From all parts of the Province com demands for expenditure in every form. No member of Parliament, Opposition or supporter, has ever opposed the Govern nent for expenditure in his own district. On the other hand, each representative has complained that his particular district has been unjustly dealt with.

Yet, when the aggregate of expenditur omes to be considered, those in Opposition assert that the country is going to the dogs because revenue does not keep pace with expenditure.

No one with reason and common sense No one with reason and common sense can maintain that at the present stage the Government of British Columbia has such a thing is possible. The Government of British Columbia has been blamed more particularly for not have been necessary and useful works, ment borrowed money with the assent of Parliament, and the country depends on works of development. That money has been expended and is being expended for It has been even designated as the reprethe purposes for which it was voted and sentative of "Mossbackism." intended and the country is benefiting by Now, however, since the tide of specu-

We have the direct and unmistakable sion of trade, which, for its steady and all the evidences of a growing community, pledging the country's credit for it. importance in the Province. Such progress is phenomenal even in the West, and was not possible without large expenditures from the Provincial Treasury, which is reaping in return substantial revenues from that district. Had the born financier" who rules the editorial of ore in sight, and the Nelson Tribune, ancing of revenue and expenditure West aspires to be the next Premier, will ad- 000 worth of silver would go out in 1894 Revenue rose from \$14,000,000 in 1868 Kootenay would have been, comparamit the possibility of even the greatest of By the end of the year it will have three

In Yale we find a similar illustration of canals in the world; and she has estab. As it is, the people of British Columbia dished steamship lines, diverting trade of company, who look to all the demands for expenditure from for \$1,000,000 as the first season's cleanthe world through her territory and open- Okanagan, just now through railway and all quarters, it would have truly bank-

the result of a wise and statesmanlike effects of railways in these districts and necessary, the wisdom of conservatism in of an abundant return. and far-seeing policy of public expendi- in regard to Vancouver, Victoria, West- public undertakings in the past is apparture. Canada has sown liberally that minster and Nanaimo during the past five ent. The result is that while business is anticipated, and as a successful inauguor six years, we may easily judge of what men have been hauling in sail on all ration of the deep sea fishing has been ac-Her public debt, now that she has the projected enterprises in regard to sides, the Government, with unimpaired complished, we may look for a steady de-Chilliwack, Delta, Nicola, Cariboo, and credit, is able to go ahead, and thus mavelopment of this most important of our

The Government, of course, cannot while her sources of revenue will expand proceed to do everything at once. It has the past two years had it not been for of all kinds, the gordian knot has been between undue and lavish expenditure and parsimony to observe, and this it has carefully endeavored to do.

roads and bridges to build many other While times were good the Government wants to take into consideration, judicial administration, hospitals, asylums and the promotion of the agricultural inter- resources and credit being crippled, the an important effect in building up the ests in various ways, mining, etc., and cessation of payments brought about a the administration of public service, be- general collapse, and the Governments country or Province without the backsides the duty of educating the young, in were unable to lend a helping hand, havwhich the Province has expended very ing already depleted their reserve forces. large amounts.

motion of all these interests the Govern- 888,296. This gave a monthly deficit of still keep the revenue and expenditure exceeding the revenue at this rate to the within reasonable bounds. With all this end of June, there will be a deficit of the debt has not much exceeded the over \$72,000,000. The spectacle of

faith in the future of this Province, they disregard of the lessons of history and the But, our great varied riches conceded, to sary to accomplish our hopes is feasible were the beginning of the great monetary reach and develop them, we must have and possible, then we had better organize depression. The Australian collapse set railways, roads, bridges, schools and all a general exodus.

other facilities which modern require- If the people of the Province are not to be inspired by the example and success of the Dominion in carrying out the greatest system of public works in propor-Above all the necessity of this new tion to the population the world ever financial and physical difficulties, then there is but one of two conclusions to that British Columbia, outside of the Kootenay, into the Nicola Valley, into \$83,424; 1,200 miles of road, 800 miles

The French consul at Bangkok has obtained reparation from the Siamese Government for the recent attack of the Siamese upon French sailors.

Tided Over and Depression Relieved

Expenditure in Needed Public Works-Bright Prospects of Immediate Revival.

We have indicated some of the conditions which affected the development of this Province. We have shown, and it contended very conclusively, that the of Quebec, when the Government set the more nor less human than their fellows, policy pursued was in harmony with the unemployed at work in the old capitol to and desire simply to credit them with expanding elements in our Provincial pull down the walls and build them up having pursued a policy—defective it may placed in tabulated form as follows: growth and the only successful policy again in order to supply work. We have been in many minor points—which possible to pursue.

Looking over the controversial issues of politics for the past seven or eight years, we find that until very recently

lation has been turned or held back, and because in the cycle of events hard times we have been swept by the tail end of would come again. His prescience probalation has been turned or held back, and results of it in two particular instances. the comet of hard times, the "evil" in-Take West Kootenay and Yale. Five fluences of which have been severely felt the boom times our Government did not years ago West Kootenay was a wilderness, in nearly every country in the world, we clap on all sail, but on the other hand, it when Nelson and Kaslo and all the rest find these aspiring politicians endeavor- was said, was over conservative and slow. of the aspiring towns there were unknown ing to get astride of the same comet's tail Had it done so we would not to-day have and unthought of. There was practically and swing into power, crying that the been in the position to branch out in exno communication into it. To-day we Government have been too lavish and are penditure when most needed. find six or seven well established lines of bankrupting the Province. The endeavors mmunication, with several more imme- of such men who, professing to be in of a return of great prosperity in this diately in prospect. We find a number favor of development, condemn the Province. For some years the lumber of budding and promising towns and a spending of money, would indicate some industry, which has struggled along rapidly growing and sturdy population of policy of nebulous inflation whereby by a about 10,000, numerous mining camps, paper fiat they would create money and Hastings Mills, one of the leading export large quantities of ore being shipped and capital to build up a country without with prospects of being second to none in Their position is anomalous and preposterous.

The truth is, the Government of British servative. It has made mistakes. What and the prospec's are excellent. Government has not? Even the "heavencolumns of the News-Advertiser, and we think it was, prophesied that \$12,000, men, among whom he modestly classes systems of railway, tapping its marvelhimself, making mistakes. The Govern- lously rich metalliferous lodes. this policy of expenditure. Without the ment has spent money where it deemed Shuswap & Okanagan railway it would it necessary, and held back where the have been still entered by stage coaches. burdens of the Province would have in Cariboo, where half a million dollars is been unduly increased. Had it listened steamboat facilities entering upon a rupted its resources. Now that hard in the Big Bend country and in many times are upon us, and the necessity for other places, the greatest activity in hy-When we consider the stimulating retrenchment in every line of business is draulicing is being shown, with prospects terially ease the financial stringency by resources. In finding a market for our carrying on needful public works. During halibut, our fresh salmon and cured fishes

The results of a contrary policy have There have been besides railways and States, Australia and South America. in those countries spent money lavishly. When depression set in, their financial At the close of the fiscal year, ending The conservation, protection and pro- June 30, 1893, there was a deficit of \$44,limits of that of one or two of the leading Coxey's army marching on to Washing- industry, now suffering from a glut in the ton is unique in history, and exemplifies If the Government and the people have a condition of affairs brought about by "crank" movement, doomed to dismal it in full tide, and the American socalled "silver question" was its culmina-

bad times to carry on uninterruptedly a enabled to enter fully and without delay respecting it at the Land Office. But we system of wise expenditure. It is during into an unexampled era of prosperity.

In saying what we have so far, it is not avenues of expenditure for private and with the object of exalting the Governbusiness purposes are closed up and ment or any of its members into paragons economies everywhere are effected, that a of wisdom or greatness. We do not wish wise and liberal policy of expenditure is to exempt them from faults or condone our case either, as it was in the Province shadows. We believe them to be neither have unfortunately our unemployed, but throughout has had a good, sound busiin one way or other we have been able to ness basis, was on the whole well carried provide them with means of subsistence out, and is now being rewarded with a without resort in any important degree large measure of success. such as would have been justified at any time and all the more welcome now.

who, after inaugurating the National Policy, advised the people of Canada to clap on all sail for the next seven years,

mills in the Province, has already charters ahead sufficient to keep it employed for the rest of the year and is now in full blast. Victoria, for the first time in its history, is loading lumber for foreign Columbia has been liberal, while con- markets. Other mills are starting up

One of the largest hydraulic mining being spent by one company, who look

vill be a large one.

There was never a time either in which so much interest has been manifested in been strikingly illustrated in the United our agricultural interests, and now that the element of speculative real estate values has been eliminated, farming seems to have started on a course of legicountry and making it rich; because any bone of agriculture must be for all time handicapped in the import of the necessaries of life which that industry affords.

With the improvement on freight rates the competition in British and Australian quently increased demand for British Columbia coal in the American market,

In all these respects the outlook is more promising than it ever has been before. There is the promise of legitimate industries on a large scale taking the place of propositions on paper, which in too many instances have failed to answer the expectations of either the promoter or investor. In all these respects, too, the Government has lent a helping hand and given every assistance possible.

The beneficent result of a policy of expenditure in development are being shown and will appear more fully from year to year. The Government did not wait for These things all reacted on British Collumber to get better in price, or mines to umbia, depending as it did largely on be developed, or the fisheries to go ahead, foreign capital, and a very marked pro- or farming produce to have a surplus, to gress has been temporarily checked; but provide means of communication and pro- lockups, \$26,985; 12 court houses, \$190,the remarkable fact is here to be noted ject public works. With railways into 692; 595,000 acres of land surveyed, New Zealand, is about the only Province into Cariboo and elsewhere, there is a cer-roads and bridges kept in repair, at a er country—to speak of it in that respect tain prospect of these various districts at—which has been able during a period of taining to a measure of their opportuni\$2,007,225, or a total expenditure on extreme depression to carry on public ties. In other words, the Government public works during this period of over works in a greater degree even than be- has not waited for the times to get good \$2,000,000. If we deduct from this fore, without impairing its credit or to move in these matters. They have, \$300,000 for repairs, we have still an

at in progress, or the indications are of that being very soon in this Province, all the facilities for taking advantage of the improved condition this is now open for settlement and is been shown in not having lost its head of things will have been supplied and being plotted and mapped so that the during good times, and being able during ready to hand, and the Province will be immigrant may be thoroughly informed

It was Sir Leonard Tilley we think A Comparison in Figures Which Indicates the Progress of Seven Years.

> and Shows the Province to Be Healthy and Vigorous and Its Wealth Doubling and Trebling Up.

Having reviewed the pelicy of the Gov rnment extending over a number of years, and carefully analyzed the conditions which have entered into and dietat ed that policy, let us now briefly and accurately present some of the results.

We propose to illustrate by a few figares of comparison the progress which the country has made since 1886, the period at which for convenience we have drawn the line between the old and new conditions inth is Province. In this we do not propose to point to the marvellous progress made in particular districts, such as West Kootenay, Okanagan and Westminster, or in the cities of the Coast, because that is within the personal knowledge of us all and self-evident, but consider the Province as a whole.

The aggregate of import and export trade of the Province in 1887 was \$6,-919,453; in 1892 it was \$13,070,578, The revenue of the Province in 1886.

was \$515,282; in 1893, \$1,019,206, The ordinary assets of the Province in

1886 were \$789,829 ; in 1893, \$1,492,734. The aggregate assessment in the four cities of the Coast in 1886 was \$10,750;-000; in 1893, \$46,750,000. The population of 1881 was 49,459; in

1893 (census returns), 98,170.

The number of schools in 1886 was 92 in 1893, 166 The number of teachers employed in

1886 was 116; in 1893, 242, The number of pupils in attendance 1886 was 5,345; in 1893, 11,496.

The average attendance in 1886 wa ,873 ; in 1893, 7.111. The expenditure for education in 188

was \$88,521; in 1893, \$190,558. The value of our fisheries in 1886 was \$1,974,887; in 1893, \$4,250,000;

ment in 1886 was \$73,177; in 1893,

The output of coal in 1887 was 360 tons; in 1893, 978,294 tons. Since the year 1886 there has been ex

ended: In hospitals and public institutio \$300,000; in education, \$913,000; in roads, streets, bridges and wharves, \$1, 450,349; in works and buildings, \$546, 949; in surveys, \$166,677.

Besides the cost of the administration of justice, civil government and all the rest of it, in forms of land subsidy or guarantee, assistance has been granted to the following roads that are either completed or under way : The Esquimalt & Nanaimo Shuswap & Okanagan, Columbia & Kootenay, Nelson & Fort Sheppard, Nakusp & Slocan, Kaslo & Slocan and Victoria & Sidney Railways.

The other railways to which the Legis ative Assembly has pledged assistance are the British Columbia Southern, the Chilliwack Railway, the Nicola Valley Railway, the Asheroft & Cariboo Railway; and in this connection the assistance guaranteed to the bridge over the Frase at Westminster is to be considered.

The assistance guaranteed to the pro notion of the dyking and drainage in Westminster district is in line with the foregoing enterprises and not less im-

We quote here from the Budget Speech

of the Hon. the Finance Minister : "There have been built 110 school houtes at a cost of \$174,441; 10 jails and straining its finances. Since the completo drop into metaphor, greased the expenditure of some \$1,700,000 on public tion of the C.P.R. there has never been wheels of Fortune's car in order that she works, which are now represented by such activity in railway construction or may arrive more speedily. When times assets that are fully equal to the expendiso many public works of benefit and do get good again, and as we have said ture that has been made on them. We

alone at least at one dollar per acre, and have to add to these assets the public works that will result from the expenditure which has now to be voted, amounting to considerably over \$400,000. This shows that the funds which we obtained expressed its own opinion of through the House at the time these loans were voted on for the purpose of public works."

A summary of the results may be SUMMARY FOR SEVEN YEARS.

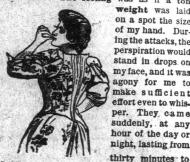


at \$1,150,000, of which sites cost in round numbers \$100,000.

Paris newspapers say an anarchist has been arrested who has been identified as the organizer of the international association of anarchists, founded to destroy the enemies of anarchy.

# "For Years,"

Bays CARRIE E. STOCKWELL, of Chester extremely severe pain in the lower part of weight was laid



perspiration would my face, and it was make sufficient effort even to whisper. They came suddenly, at any night, lasting from thirty minutes to

half a day, leaving as suddenly; but, for several days after, I was quite prostrated and sore. Sometimes the were almost daily, then less frequent. After about four years of this suffering, I was taken down with billous typhoid fever, and when I began to recover, I had the worst attack of my old trouble I ever experienced. At the first of the fever, my mother gave me Ayer's Pills, my doctor recommending them as being better than anything he could prepare. I continued taking these Pills, and so great was the benefit derived that during nearly thirty years I have had but one attack of my former trouble, which yielded readily to the same remedy."

AYER'S PILLS Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. **Every Dose Effective** 



25 CENTS ABOX Ask Your Druggist For Them GRATEFUL-COMFORTING:

## PPS'S COCOA BREAKFAST-SUPPER.

BREAKFAST—SUPPER.

"By a thorough knowledge of the nature], was which govern the operations of digestlor and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Ar. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bils. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease Hundreds of subtile maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gasctte.

Dr. J. COLLIS BROWNE'S OHLORODYNE.

e-Chanceller Sir W. Page Wood stated conditions that Dr. J. Collis Browns undoubtedly the inventor of Chlorodyne the whole story of the defendant Freema-

that it had been sworn te.—Times, July 18
1884.
DR. J. COLLIS BROWNE'S CHLORODYNE
IS THE BEST AND MOST CERTAIN'
REMEDY IN COUGHS, COLDS, ASTH
MA. CONSUMPTION, NEURALGIA
RHEUMATISM, &c.
DR. J. COLLIS BROWNE'S CHLORODYNE
is presoribed by scores of orthodox
practitioners. Of course it would not be
thus singularly popular did it not "supply a want and fill a place."—Medical
Times, Jan. 12, 1885.
DR. J. COLLIS BROWNE'S CHLORODYNE
is a certain cure for Cholera, Dysentery,
Diarrhosa, Colice &c.
CAUTION — None genuine without the
words "Dr. J. Collis Browne's Chlorodyne,"
on the stamp. Overwhelming medical testimony accompanies each bottle, Sole manufac
turer, J. T. DAVENPORT, 33 Great Russe;
St., London, Seld at is. 14d., \$2, 9d., \$6,
apps.

First of the Holiday Yachts H

Regatta Programme Entries In-No



nothing undone" this we tribute to a duplication of 'ninety-three. Already fleet are at anchor in th owners, skippers and crewi with the local yachtsmen to of measurements, course and with adjournment to consult The first of the flotilla rou entrance shortly after noon was a few minutes later Rainier, Captain W. C. Heil

Rainier, Captain W. C. Heil awiftest of the Seattle floame the Kelpie (Commo Sanders' flagship), the well it the sloop rigged rigged Foan Bremerton and the Earl-Seattle yacht club's colors. new acquaintances—all are the people of Victoria wish cabin boy to commodore, a which they will do their best This creditable fleet rendez Seattle on Saturday night, anchor at 9 30 a.m. Sunday signal from the commodore. Port Townsend, more than he was covered with fair thoug a drizzling rain, which gave o flotilla approached Point No the "tide-rips" gave all hand exercise before they were su fair breeze which took the Townsend. There they remauntil 4 30 yesterday mornin Kelpie took the lead and the toria commenced. The strong to a light breeze seen Acipie took the lead and the toria commenced. The strong to a light breeze, soon gave and the Edna M. an advanta deep draft rival, whom the to and passed. Then came (not agreeable) in the form through which all hands stee and compass, nor were permeach other until the cloud-by disclose the Edna M. in the load. disclose the Edna M. in the lea the San Pedro wreck. In her Kelpie, steering straight for th not a foot out of her cour Ratnier off to leeward and taki of the current. The tide was and so the fleet did not enter all aboard had lunched; the the day was spent in entert from the city, holystoning th preparing generally for the cot of sport and pleasure.

The Kelpie (the commodore)

largest yacht on the Sound heavily built, drawing eight Her great draft of water of c admirably for deep sea serviadmirably for deep sea service her very secure; with a full she can 'beat 'em all,' her skipper and his crew her winds on the racing day. Com ders has sailing with him this talling and the carl Siebrand, N. W. Bolster, Will Carson, I and E. C. Cawley.

Unlike these gentlemen, the people are whistling for light there they are strong. Since I the Rainier has been generally changed from schooner to alor given a largely increased area of this in light wind she can run

given a largely increased area or this in light wind she can run Kelpie & Co., and this is what of her by Messrs. W. C. Heilbr and owner), W. P. Skillings, Lyons, Paul d'Heirry, Howard

Fred. Bausemann, J. H. Johnson James, Martin Jansen and A. M. The well-known Edna M. is year by her owners, R. R. Speno ter Turner with a great part of the control of the ter Turner, with a crew composed Jake Wall, Dr. S. G. Hill, F. Jake Wall, Dr. S. G. Hill, F. Sweeny, John Mather, Fred Way Kium. Henry and J. Hensall a mand of the Bremerton, which i for fast time; the crew of the Messrs. A. C. McLeod (captain Stone and Joseph Fellows; while the Doris are Captain J. Nelson a. H. Nugent, A. Nelson, Ed. Jo Christopher and Ed. French. The Earl was not obtainable last but will be announced to morrow. but will be announced to-morroy yachts now here are fine cruisers a ately fitted up for the accomme their crews and their guests; unfo neither the Gracie Felicz (last year the Margery, nor the Xora will be shortness of time preventing them out for the cruise.

out for the cruise.

Commodore Barneson and his Pasend fleet will very possibly be for harbor when the sun rises this they were looked for last night but they were looked for last night but hen arrived. From Everett are of Storm King (C. E. Montandon a Whitney, jr.), the Siokle (S. W. I. the Sinecure (H. Caddewood) and (Colin Campbell). These were to Everett Sunday, and should arrive hthis morning. Boats from Belling Anacortes, Tacoma, Vanceuver a points will follow them in—it will hweek for yachts and yachtsmen.

### REGATTA COMPETITO

The regatta committee held a nathe city hall last night, when a n the city hall last night, when a more communications regarding licenses ferred to the Superintendent of P Police, who has discretionary power such matters. J. S. Yates granusual permission to land on his prop was duly thanked.

After some informal discussion, mittee proceeded to the consider entries and the final touches on gramme. The results of their lambodied in the following list of which will be but little departed from 1. Indian War Cance Race—This

I. Indian War Canoe Race—Thir sances, course around island and reb prize. \$3 per paddle; 2nd prize, \$1.50 per 2. Peterboro Canoe Race—Single bi shample oship of British Columbia. uoy and return. Prize, meds I. C. Macaulay, J. Watson, er and J. H. Senkler. essional Scull Race—Post 5. Amsteur Sculling Champi

val Race—Ten-oared cutters;