

VICTIM OF ST. DENIS WRECK

Body of Chinese Attached to Lifebuoy of Lost Steamer Found in Hecate Strait—News by S.S. Amur

The body of one of the victims of the wreck of the steamer St. Denis, which foundered after leaving here last December for Salina Cruz with a heavy cargo of coal, a Chinese, drifted ashore on Aristabla Island, Hecate straits, attached to a lifebuoy with the name of the ill-fated steamer, according to advices brought by the Amur yesterday morning. The body, fully clothed was found by some prospectors who were working at the south of Aristabla Island. Entangled with it was an engineer's coat, scarcely degradable in it. The prospectors, who were cruising in a small sloop, sighted a lifebuoy and on picking it up, found the body attached. The corpse was towed to shore and a burial found nearby was utilized as a coffin and they buried the wreck victim on the northern island. The lifebuoy, with the name of the St. Denis showing plain was taken to Bella Bella and turned over to Mr. Pauline of that place.

Wreck of Vessel

The St. Denis was wrecked soon after leaving the strait during a heavy gale and wreckage was washed ashore on December 10th just at Cape Scott, consisting of a broken lifeboat with the davit attached, part of the after galley and parts of the mainmast. A lifebuoy was found some weeks later close to the outer wharf. The trend of current drifts floatam northward and it is probable that any other drift from the lost vessel has long since been drifted to northern British Columbia waters.

The Amur, which reached port yesterday morning, encountered heavy weather in the north. She sheltered for a day at Queen Charlotte while a southeast gale raged outside. North-bound, as soon as the steamer entered the Queen Charlotte Sound she ran into heavy weather, and while crossing Hecate Strait met a southeaster which swept big seas over her. South-bound she ran again into heavy weather and reached port two days late, owing to heavy weather. A lifebuoy will leave again tonight for the north.

IMPORTANT BILLS INTRODUCED

(Continued from Page 1.)

and bylaws since voted on brought it up to \$14,780,235. While this seemed a large debt, bearing in mind that of the whole province, the city had to set against it large assets in the shape of public works. One of these was the waterworks system which yielded a supply that for quantity and quality could mean the equal of any in the province. There were also city parks and playgrounds on which much money had been spent. Owing to some oversight on the part of the government of the day, it had been necessary to purchase a number of these parks, but the city had no account them among its assets. In addition to these they had what was known as First Beach, where the city owned 180 feet of most valuable waterfront. On the city parks they had spent \$1,000,000, and the city had spent on bridges \$1,220,713, and there was also on land \$171,294 to complete bridges now building, making an expenditure from that source alone of nearly \$2,000,000. They had also spent a great deal in buying grounds for public schools, which with furniture and buildings had cost to date \$2,219,069.68. They had also spent \$25,337 on the upkeep of schools during the year 1910. The city had also these figures went to prove that if the city had a large debt, it had also large assets. At this moment there were over 1000 children attending the public schools. Building permits issued in the month of January amounted to \$13,150,000, and these did not include D. L. 301, Hastings townsite or Point Grey, where there was \$4,000,000 more issued.

"I think from these figures," Mr. Tisdall concluded, "that the House will rather that constantly changing conditions necessitate constantly changing conditions in our city charter, and it is to meet these conditions that the city asks for these amendments to the Incorporation Act, 1906."

"He then described some features of the bill in details, saying that one of the most important changes asked for was to give the vote to married women who were owners of property. In the past only single women had been allowed to exercise this privilege. Much of the bill was taken up with provisions for the incorporation of D. L. 301 Hastings Townsite, which previously had been practically "no man's land," without any proper survey or other conveniences. The bill might need some further amendments which he would move in committee.

Fire Insurance Act

Hon. Mr. Bower moved to re-commit the Fire Insurance Act, explaining that he wished to amend it so that it would not come into effect till December 31, 1911. In explaining this, he said it had been represented to him that a number of municipalities which derived a revenue from the taxation of insurance companies had represented to him that they had based their estimates for the year on the present provisions of this revenue, not having heard of this bill in time. The four cities most affected were Victoria, which received \$18,600 a year from this source; Vancouver which received \$4,500; New Westminster \$4,000, and Nanaimo \$100, or about \$23,600 altogether. He therefore moved that the repeal of the former act should not take place till the end of the year, after which all municipalities would be compelled to pay two per cent on their premiums to the government direct, and the cities would receive no revenue from them.

Mr. Brewster said that it seemed to him that the Act would interfere with the vested interests of municipalities. While the city of Victoria, for instance, levied a taxation of \$13,000 on the insurance companies, in return they had put in an up-to-date fire fighting system, he understood by agreement with the companies, could not some arrangement be made whereby the municipalities would get their fair share of the two per cent taxation that the government proposed to levy.

Mr. Watson pointed out that the cities mentioned by the Attorney-General collected about half the taxation at present levied on the insurance companies in the province, and the other municipalities the other half. He thought that an even rate of two per cent would work out all right. Under the present system if the municipalities taxed the insurance companies the latter raised their premiums, so that it was about as broad as it was long. The Attorney-General's amendment would stave off any temporary dislocation of finances.

For Benefit of All

The Premier agreed with Mr. Brewster that it seemed hard to take from Victoria \$13,000 of the city's revenue, especially as within the past few months Victoria had seen fit to spend a large sum of money on up-to-date fire equipment, but the House must look at this question from a broader standpoint. A year ago the government had listened to representations made by both insurance and fire companies, and they had reached the conclusion that the question was too large to be settled off-hand, and that it would be in the public interest to appoint a commission to investigate it. That commission sat and went into the matter exhaustively in different parts of the province, and the result of their labors was embodied in the bill before the house. The report of the commission was one of the most instructive and valuable that had ever issued from the press, and the government had tried to follow it. Their policy had been directed to the general good of the country, rather than to the fiscal welfare of any particular part. They had been assured that with a uniform taxation on the insurance companies there would be a reduction of insurance rates all over the province, of which the people would get the benefit. In addition to that if they looked through the bill they would find that its provisions would make a much safer system in future than had prevailed in the past.

If there should appear any incidence in connection with this taxation that might seem unjust or unfair, the commission should be asked to investigate it.

Mr. Brewster asked whether the government would need the whole of this proposed two per cent taxation to keep up their insurance department.

"The Premier said that until the government had had some experience it would be impossible to say just what it would cost. The bill was reported complete with amendments. The House went into committee of the whole on the Agricultural Associations Act, a bill introduced by the Minister of Agriculture, for the purpose of amending the legislation dealing with the various agricultural and horticultural associations coming under his department.

Mr. P. Williams declared that certain provisions showed that this was only another measure of the part of the government to take power to themselves and moved several minor amendments with the object he said, of limiting it, but these were all rejected.

Hon. Mr. Elliott, Hon. Mr. Bower and Hon. Mr. McPhillips in turn defended the bill, which was finally reported complete.

Evening Session

Upon the resumption of business in the evening, Hon. Mr. Ross presented a message from His Honor transmitting a bill respecting the official map of the Bulkley valley, which measure was formally considered in committee and obtained first reading. The bills to extend the time for the required expenditure of ten per cent on the capitalization of the Crow's Nest and Northern Railway Co., to incorporate the Naas and Skeena Rivers Railway Co., and to enlarge the powers of the Portland Canal Short Line and permit of a change of name for the latter, were taken up by the Canadian Northeastern Railway Co., passed third readings, being taken two stages in progress by consent of the House, a similar course being adopted also in respect to the British Columbia Accident and Employers Liability Insurance Co. Ltd. The bill of the Columbia Valley Irrigated Fruit Lands Act, for a consolidation of water rights, advanced to the third

reading stage by adoption of report, and the charter bill of the Mid-Provincial and Nechako Railway Co. was considered in committee. The Hon. Mr. Williams again entering objection as to the undeniability of granting any more such special railway legislation since a general Act has been provided covering all necessities in the direction of railway company promotion.

As it is provided in the new model railway act that \$15,000 must be deposited with the government within thirty days after the filing of the certificate of incorporation, while clause 31 of this bill provided that only \$5,000 need be deposited within six months, Mr. Williams thought there was obvious conflict, and that some interpretation from the Attorney-General was necessary.

Hon. Mr. Bower explained that numerous companies seeking railway building privileges had brought their petitions and bills forward this session having had no previous knowledge of the contents of the new law providing for free trade in railways. It was evident that this company and all others incorporated this session would be subject to the provisions of the new Railway Act, and this demanded the deposit of \$15,000 and stated within thirty days after the filing of the certificate necessarily precedent to the company engaging in business. As for this bill conferring a blanket charter over all the northern part of British Columbia—as Mr. Parker Williams had also suggested—a contention was wholly untenable, as five people might tomorrow form a company and acquire equal powers and privileges under the new model railway bill.

The bill was reported complete with slight amendments. Committee consideration was also given the bill to amend the Vancouver City charter, an amendment being introduced at this stage to the following effect—this being proposed as a substitution for section 100 of the charter.

"And no building shall exceed one hundred and twenty (120) feet in height, and no building shall contain or be over ten stories in height, not including the basement of such building. Provided, however, that in the case of buildings containing a base area of seven thousand square feet or more the main portion of such building may be surmounted by a superstructure, the area of the base of which shall not exceed thirty-three (33) per cent of the area of the base of the main portion; and provided, further, that such superstructure shall not exceed two hundred (200) feet in height, measured from the sidewalk level of such superstructure, and that such superstructure shall not contain more than eight stories."

Hon. Mr. Bower remarked that he had received certain representations from Vancouver in opposition to the proposed new section, which he had not as yet had time fully consider. He therefore asked that this proposal might remain in abeyance.

Mr. Tisdall, who is in charge of the bill, promptly accepted the suggestion, and the clause "stood over."

An amendment was introduced at the initiative of the Attorney-General with the object of enabling the city to collect insurance company taxes during the current year, this amendment being necessary to harmonize with the action taken by the house in consideration of the Insurance Companies bill. A new section was also inserted empowering the Lieutenant-Governor-in-Council to appoint a Deputy Police Magistrate for the city.

Mr. Bower then moved that the city should this be deemed necessary, as it must be in the near future. The committee rose with a progress report.

The bill of the Vancouver Plate Glass Insurance Co. went through committee without amendment, and was set for final reading at the next sitting of the House. The bill to authorize the Pacific Coast Coal Mines, Ltd., to reduce its capital and to issue debentures passed through committee also, and by consent was given third reading; the incorporation bill of the Royal Canadian Trust Co., Ltd., was also considered in committee and reported complete with amendments.

Second reading of the Oak Bay Act, 1910, amendment bill was moved by Mr. Miller, and a point of order being raised by Mr. Thomson, the adjournment of the debate arising was moved by Mr. Hayward. The bill affecting the Greenwood Phoenix Tramway enterprise passed second reading on Mr. Jackson's motion, and the second reading motion on the bill of the West Kootenay Light & Power Co. was moved by Mr. Miller, and the debate continued until the House's next sitting.

The scope and purpose of the Greenwood-Phoenix Tramway Co.'s bill having been very briefly outlined by the member for Greenwood, the gentleman was elaborating some of the prospective benefits to be derived from the great tunnel enterprise contemplated under sanction of this legislation, when

Mr. Hawthornthwaite interposed a question as to whether the bill had been printed as the rules require, it figuring on the orders as "not yet printed."

Several members generally waved their copies as Mr. Speaker explained that the bill, as revised by the committee in that behalf, had not been printed during the afternoon sitting of the House, or when the orders for its printing were edited, but had since come down and been duly distributed.

"And I have, therefore, great pleasure in moving the second reading of the bill," interjected Mr. Jackson, suddenly deciding upon a short cut.

"Under the circumstances," said Mr. Hawthornthwaite, laughing, "I, of course, withdraw all objection."

And the bill accordingly took its second reading.

Hon. Mr. Miller, in offering the power company's bill referred very shortly to the history of the previous legislation affecting this company and its one-time rival, the Canadian Water & Power Co., explaining the plan now receiving consideration for distribution of water for irrigation purposes in the Boundary country, and the great good to be derived by fruit-growers therefrom.

The bill is still at second reading stage. From Queen Charlotte, By Dominion wireless, the Colonist yesterday received the following message from the Queen Charlotte News: "The residents of Graham Island beg to acknowledge the good work done by the Dominion Government in establishing wireless communication with the outside world, and beg to offer congratulations to the new station at Dead Horse Point which is now in operation."

INTERESTING RUMOR

A persistent rumor which is doing much to enhance the value of Oak Bay property is being circulated to the effect that the Canadian Pacific Railway, through an agent, has purchased the site of the old Oak Bay Hotel, and purposes to establish a summer hotel at that point. The property which comprises some three and a half acres is known as Block J, and is bounded by the streets of Graham and Baker avenues. Its value is in the neighborhood of \$20,000. Efforts to locate the origin of the rumor, or to prove its authenticity have been fruitless up to the present.

WHAT IT MEANS FOR U.S. PEOPLE

Secretary Wilson Presents American Side of Reciprocity Question in Speech at Buffalo Gathering

BUFFALO, N. Y., Feb. 22.—Hugh Guthrie, of Buffalo, Ont., member of the "Liberal" party, a staunch supporter of the Laurier government, and Secretary of Agriculture, was guest of honor tonight at the Washington Day celebration of the Elliott Club. Both spoke on the pending Canadian reciprocity agreement.

Declaring that he spoke with the sanction of Sir Wilfrid Laurier, Mr. Guthrie said: "I state plainly and positively, there is no sentiment in Canada in favor of annexation to the United States. I do not know of one single public man in Canada who harbors such a thought or would countenance such a suggestion."

Because of the similarity in laws, language, occupations and lines of commercial development in Canada and the United States, the proposed reciprocity agreement holds a peculiar position with respect to protective tariff policy of this country, in the opinion of the Secretary of Agriculture, Mr. Wilson.

Mr. Wilson discussed the agreement at length tonight before the Elliott club of this city, quoting specific figures to support his declaration that the agreement would prove mutually beneficial to the countries.

Summarizing the advantages which he believes will come to the United States if the proposed reciprocity agreement is accepted, Mr. Wilson said: "The advantages that will come from reciprocity to the people of the United States will be, first, access to the Canadian woods. Then there will be access to the Canadian markets for our fruit, free fish, free trade in seeds, free trade in flax, free trade in furs, free trade in hides. This last will give us a market for our draft horses in the new provinces that are being opened up."

"The citrus fruit grower of California will have the northern market open to him, and the grower of the north of the line will have the southern market open to him. Those in the corn belt of the United States can look to the north for the stock steers that desire to sell in our markets."

"The American farmer brought about the building of the American factory that desires to sell in our markets; he has voted steadily for half a century to give protection to the extent of the difference in cost of production between this country and any country that desires to sell in our markets."

"The question pending with regard to reciprocity thus seems to be up to the farmer. Is he willing to have the government enter into a trade agreement by which the development of the United States and the development of the Canadian people shall be furthered, or is it desirable to limit our intercourse with the Canadians to the actualities of the present day?"

"It should be remembered that the Canadian is one of our best customers. We sell more to Canada than we do to any other country except Great Britain. If we can extend that trade so that the business of both countries will increase, it is a consummation devoutly to be wished by both."

Norman E. Mack, chairman of the Democratic national committee, spoke in a humorous vein to explain what Chase Clark was driving at when he started the annexation talk.

"Mr. Clark is a joker," said Mr. Mack. "There is no significance in what he said, and I pledge to you that such a never-fest in annexation, with Clark will be found acting with President Taft to bring about reciprocity."

TELLS OF PROGRESS IN FORT WILLIAM

Mr. H. S. Hancock, as City Engineer, Played Part in Up-building of Prosperous Lake Superior Port

Throughout the Dominion Mr. H. Sidney Hancock, who is at present visiting Victoria, has come to be regarded as an engineer of considerable talent. The city engineer at Fort William has, for so young a man, a lengthy and distinguished record of public work and of professional achievement. Mr. Hancock has been responsible for many engineering feats of all kinds both in Canada and in the Old Country. Last, but by no means least of these, was the feat of laying down the new water supply for Fort William, a proposition somewhat resembling the projected system at Sooke Lake. Mr. Hancock is on a sabbatical leave from his position of city engineer at Victoria, preparatory to opening a consulting business in Vancouver.

"Yes," he said to a Colonist representative, "I have been city engineer at Fort William for five years, and am now starting as a consulting engineer in Vancouver, where I think there is a big opening. Before Fort William? I won't bore you with all I have done in it. Cannot I tell you of something more interesting?"

In answer to a question about his work at Fort William, his eye kindled with enthusiasm.

"Well," he said, modestly, "the problem of supplying water to Fort William was a miniature Sooke Lake proposition. Instead of five miles of tunnelling, as will have to be done at Sooke, we had only one mile to do. It was a stiff job, but I managed to get it done in less than seven months of piping against fifteen, as you will probably have heard. One of the most difficult features of our work at Fort William was that we had to cross the Kaministiquia River, 30 feet below its water level, so as not to interfere with the extensive navigation. The trouble there is very heavy. Vessels up to 1000 tons are used for the grain and coal trade here."

"The total cost of the Fort William work was nearly half a million dollars. We built also a reinforced concrete roadway midway between the tunnel and the city. The tunnel furnished some exceptionally stiff rock work, and the river work was made more than usually tedious by the peculiar character of the water, which made it very dark for divers. Even one hundred-candle-power lamps were useless to them, so that practically all their work had to be done purely by the use of torches. Planned piping was used, every point of which was connected under water."

"The work was further handicapped by our having to move the scows as they were used, and by the fact that an hour some days to allow the large freighters to pass by. To avoid this difficulty the duplicate line was laid off the ice."

"Can you give us some idea of the probable cost of the work to be done in connection with the Sooke Lake scheme?" was asked.

"No," replied Mr. Hancock warily. "One could not possibly express an opinion without thorough investigation. I have endeavored to keep myself informed of the progress of your scheme here, and the discussions that have taken place in connection with it, but I do not feel as impertinent as it would be unfair to me to hazard any estimate offhand or even express any opinion on the scheme. In the Fort William tunnelling, however, while working in the shale rocks the cost of labor was kept as low as five dollars a foot, and it only required about six or seven holes to make a 'cut.' In the diorite, however, as many as 20 holes were often necessary to make one cut, and the cost of labor rose to as much as sixteen dollars a foot. The hard rock, of course, meant increased cost all round—for powder and other materials as well as for the men who worked in the holes. The Sooke problem would certainly seem to be under-estimated, but with slate to work on it might even work out at less than the estimates to hand. So much must depend of course upon the nature of the work, that only expert examination could determine the cost."

"Yes," said Mr. Hancock, in reply to another question, "the means at Fort William was done under my direct administration. I not only designed the system, but hired the men, designed and laid out the plant, purchased the machinery and all materials and personally supervised the entire construction."

"We are certainly progressive," he continued, laughing, "even in this land of progress enterprise. In Fort William, the city owns its electric light, the telephone plant, the waterworks, and the street railway; so you see the city engineer's work is not a dead end. The electric light, which with most of the other enterprises was initiated during my tenure of office, has proved very profitable, even with so low a charge as 7 cents per kw. with a ten per cent return on payments within a month. Here, I understand, you are paying 15 cents. Our electric light for the last three years has yielded us an average profit of about 5,000 dollars a year. Our municipal telephone, however, has been handicapped by competition with the Bell Telephone Co. until last year, when the city managed to buy out this company's system for 6,000 dollars—about the value of the poles! Fort William has now about 1,500 telephones running and a free interchange with another 1,400 in Fort Arthur. Under my management, our entire sewerage system has been reconstructed on up-to-date lines, and some 25 miles of new sewerage work added. Some of the sewers are as much as seven feet in diameter. Many of the outlets had to be carried under-

neath the C. P. R. line—one going under no less than twenty-seven tracks! Four miles of double track and eight of single track of electric railway have also been constructed. Fort William under my direction. Five years ago there were 7,000 persons in Fort William, now there is a population of between 22,000 and 25,000 people. There are, of course, three railways through Fort William, with grain elevators and stores with a holding capacity of some 20,000,000 bushels. All the railways have large terminals here for handling the enormous freightage to the west. The Ogilvie Flour Co. has its great mill there, and the Canadian Iron Corporation their large foundry, employing about 500 hands.

"The growth of the city," said Mr. Hancock, "has been as steady as it has been rapid. I have made a practice, preparatory to paving a street, to clear away all wooden poles. The telephone and electric wires have been placed underground, or else put in lanes. I am glad to see that the Colonist has been agitating for the removal of such poles in this beautiful city."

"What has struck you most in Victoria, Mr. Hancock?"

"I have been most struck with the good condition and appearance both of the paving and sidewalks. The city," replied Mr. Hancock, "Victoria generally, has a clean and well-groomed appearance in comparison with any on the continent. It is as pleasant in appearance within as it is in the street. The buildings are beautiful. You may well be proud of the city."

Mr. Hancock started his professional career well by taking high honors in his examinations. At his fellowship examination for the Surveyors Institute (Eng.), he was awarded a special prize in an examination against 389 candidates. Mr. Hancock also holds the degrees of A. M. Can. Soc. of Civil Engineers, and A. M. Amer. Soc. of C. E.

BLUEJACKETS FIGHT CHINESE

Landing Parties from H. M. S. Thistle and German Cruiser Jaguar Retire

Further advice of the rioting at Hailuow, where H. M. S. Thistle and the German gunboat Jaguar landed parties and 20 Chinese were killed, were brought by the steamer Montague.

Rikhsia coolies started the trouble, following the death of one of their number who had been arrested. They attacked the police and stoned the police station, and in short time 2000 people were rioting, stoning the principal places in the concession.

Every man who could be spared from the Thistle, which was lying in the river, was brought ashore, as well as two Maxim guns and a good deal of gear, then the Jaguar and the German gunboat, sent ashore a contingent. These naval contingents were augmented by the local volunteers and almost every European in the city who would accept arms.

Throughout the day the wildest excitement prevailed. The defending forces charged and re-charged the mob at all angles, and many men were captured and put in irons. Several of the shops on the main business street, dividing the native city from the British concession were looted and smashed up, the shipping offices on the Bund were bombarded with missiles, trees were pulled up, much of the ornamentation on the Bund in various concessions was destroyed, and all the sympathies of the crowds were with the Chinese version of the story.

The naval authorities refrained from firing as long as they could, but at last they opened fire, and during the day there were about a score of Chinese on the death-roll and several were wounded. Considerable uneasiness was felt owing to the fact that the troops at Wuchang, across the river, which were telegraphed to appear in the morning did not put in an appearance until well on towards sundown.

At one time during the day there must have been thirty thousand people on the Bund, stretching from the Customs, which is the office of Messrs. Jardine, Matheson and Co., Ltd., which was continually pelted with stones and other missiles.

It was felt that the troops available from the men-of-war were not sufficient to barricade the various concessions, and although small contingents were placed at the various roads leading into the British concession, the mob could not be kept back.

"When the bluejackets took up a station at the south end of the Bund, the Taotai came and requested that they should be shifted further up the Bund, guaranteeing the safety of lives and property. The request was acceded to, unfortunately, as it proved, as no sooner did the bluejackets and marines retire than the mob gained courage and shouting like demons, re-started the fusillade of stones. On this occasion the Taotai was hit and badly wounded in the head. His soldiers were absolutely useless. The mob directed its attention to the harbor master's private house and smashed nearly every window in the front portion of the building. Everything that they could lay their hands on in the front and back garden was attacked and stoned. It was when an actor was being made on Messrs. Jardine, Matheson & Co.'s premises that the sailors were ordered to advance. The mob slowly retreated, fighting as they went. The bluejackets were ordered to advance and would have stoned them to death had not the officer in command given the order to fire. A dozen of the rioters fell and this awed the mob, which disappeared in the twinkling of an eye. No more stones were thrown.

Native foreign-drilled troops were shortly afterwards posted on the Bund, British and German bluejackets and marine patrols the settlement last night and so far there has been no further trouble. The Chinese officials are trying to preserve order.

PRETTY WEDDING AT BROMPTON ORATORY

Nuptials of Miss Emma Sehl of Victoria and Mr. E. S. G. Dottridge, F. R. G. S., are Celebrated in London

A Hampstead paper to hand contains the following account of the wedding of Miss E. A. Sehl to Mr. E. S. G. Dottridge: "On Wednesday, January 4th, at the Church of the Oratory, Brompton, an interesting wedding took place, the contracting parties being Miss Emma Sehl of Victoria, B. C., and Mr. E. S. G. Dottridge, F. R. G. S., only son of Mr. Edwin Dottridge, J. P., of 8 Heath Drive, Hampstead, London, England.

"The beautiful edifice formed a fitting setting to one of the prettiest weddings held within its precincts. Presently at 2:30 the bride, who was accompanied by Mr. J. H. Turner, formerly premier of British Columbia and now agent general for B. C. in London, who gave her away. She looked charming in a handsome wedding gown, composed almost entirely of the richest white chiffon velvet which was relieved with bands of tiny silver tissue roses and leaves and pearl and crystal embroidery. From the front of the corset she depicted a beautiful panel of white satin, embroidered in silver. A string of pearls outlined the high collar, and fell in two long ends finished with pearl and crystal tassels. The full court train was inset between the shoulders a band of rose and myrtle and rounded entirely with a narrow band of roses and myrtle and lined with silver tissue which was daintily turned back at one corner with a large silver rose and leaves. The veil was arranged in an original manner, the Juliet cap of silver, the front encircled with a fillet of natural green myrtle leaves and blossoms at the back interspersed with tiny sprigs of white heather—that is, that is, no beloved of brides. The train was carried by Master Fred Peck who wore a handsome white satin page's costume, his little fellow being most gallant in his attentions to his beautiful lady. The bride carried a beautiful sheaf of white lilies and a great orange blossom, tied with a beautiful knot of silver tissue ribbon.

"The principal bridesmaid was Miss Margery Dottridge, sister of the bridegroom, accompanied by Miss Frances Dean, Miss Cecilia Hoogenboom and Miss Kitty Dottridge, cousin of the groom. The four bridesmaids preceded the bride and until near the top of the aisle when they stood aside to allow her to pass through to her expectant groom who was supported by Mr. Sharp, his best man.

"The bridesmaids were dressed alike in dresses of soft white satin, covered with tunic of Irish Crochet lace, edged with a band of pink velvet ribbon. There was seen in a sash like effect, which came from the shoulders beneath the tunic and ended in a large bow at the end of the skirt. With these dresses were worn large black silk beaver hats bordered with silver cord and tassels, and rolled gracefully upon one side showing the pale pink silk beaver underneath. The finishing touch was added by large flat muffs of white satin edged with opalescent fringe, the brown fur bordering a band of silver cord and tassels across the muff; one large water lily and leaves trimming the corner. The ceremony was conducted by the Reverend Father McKee, and during the bride and bridegroom's absence in the vestry they were attended by a score of Chinese on the death-roll and several were wounded. Considerable uneasiness was felt owing to the fact that the troops at Wuchang, across the river, which were telegraphed to appear in the morning did not put in an appearance until well on towards sundown.

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"When the bluejackets took up a station at the south end of the Bund, the Taotai came and requested that they should be shifted further up the Bund, guaranteeing the safety of lives and property. The request was acceded to, unfortunately, as it proved, as no sooner did the bluejackets and marines retire than the mob gained courage and shouting like demons, re-started the fusillade of stones. On this occasion the Taotai was hit and badly wounded in the head. His soldiers were absolutely useless. The mob directed its attention to the harbor master's private house and smashed nearly every window in the front portion of the building. Everything that they could lay their hands on in the front and back garden was attacked and stoned. It was when an actor was being made on Messrs. Jardine, Matheson & Co.'s premises that the sailors were ordered to advance. The mob slowly retreated, fighting as they went. The bluejackets were ordered to advance and would have stoned them to death had not the officer in command given the order to fire. A dozen of the rioters fell and this awed the mob, which disappeared in the twinkling of an eye. No more stones were thrown.

Native foreign-drilled troops were shortly afterwards posted on the Bund, British and German bluejackets and marine patrols the settlement last night and so far there has been no further trouble. The Chinese officials are trying to preserve order.

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