

PARTING HONOR FOR FINANCE MINISTER

THE CIVIL SERVANTS REMEMBER MR. TURNER

Touching Tribute to the Retiring Politician by the Officials of the Different Departments in Province.

The company which gathered in the legislative chamber yesterday evening in response to the invitation issued by the civil servants of the province witnessed a touching scene. It marked the formal severance of ties which bind a public man to the loyal officials upon whom in his political career he has to rely largely depend. Yesterday's function went even further, for it indicated in a public way the withdrawal from the political life of the province in which he has long been a foremost figure of the oldest of its contemporary statesmen. Hon. John Herbert Turner, in the fifteen years of service which he has given to British Columbia, has seen successive schools of politicians rise and fall; he has seen political parties wax and wane; he has witnessed the rise of succeeding parties, and through it all he has enjoyed the rare good fortune of retaining supremacy with but brief intervals. He has even been summarily dismissed from office and relegated to private life under circumstances which led the great majority of men to believe that his sun had set, only to be restored to place and position. Finally he retires from public life to a position of honor and enjoyment "in peace," as Macaulay says of Warren Hastings, "after so much warfare; in honor after so much obloquy."

But the men by whom he was surrounded yesterday afternoon were not the men associated with the exigencies of his political career, nor those whom he was wont to face in debate on the floor of the chamber. The majority of those around him were men whom he had known departmentally, and not politically; many of them with hair as white as his own, whose official careers had extended back for a quarter of a century. One or two, like the reader of the address, entered the public service in the sixties. It was fitting that the oldest of the public servants should bear the parting wishes of the state to the oldest of the ministers.

The ceremony took place at 5 o'clock in presence of a large company, composed principally of the members of civil service and their wives and friends. His Honor the Lieut. Governor presided, and the following address was read by the King's printer, Lieut. Colonel Wolfenden:

To the Honorable John Herbert Turner, M. P., Minister of Finance and Agriculture of the Province of British Columbia:

Dear Sir:—In consequence of the announcement that it is your intention shortly to retire from the important office which you have so long and so honorably filled, the members of the civil service of this province desire to express their respect for your approaching departure. The high estimation in which you are everywhere held is shared by the officials of the government to whom, through years of association, you have become endeared by your kindness of manner, uniform courtesy and consideration of their interests.

While expressing our respect at the change which necessitates a severance of these associations, we heartily congratulate you on your accession to the office of Agent General in London, representing the province in Great Britain. With your long experience in, and thorough knowledge of, the vast resources of the province, we feel assured that in the new sphere of usefulness you will fully exercise your abilities for the advancement and general welfare of the country.

When the proposal was made to mark in some appropriate way our sentiments of regard towards yourself, it met with an immediate and enthusiastic response; and it is with a peculiar sense of pleasure that we are able to convey to you the unanimous expressions of esteem in which you are held.

We cannot adequately express in words our appreciation of the relations which have so long and so pleasantly existed between yourself and the members of the civil service, but we can only hope that you may be fully convinced of the earnestness of our efforts to do you fitting honor on this occasion. We therefore ask you to kindly accept the accompanying souvenir.

prayed, in conclusion, for the continued prosperity of the retiring minister and of Mrs. Turner. He added that the souvenir was a credit to the public servants of the province, and the spontaneity of the gift might be gathered from the fact that double the amount required for the purchase of the gifts had been subscribed.

Hon. Mr. Turner had difficulty in replying. When he had gained control of himself he said:

"Your Honor, I thank you very much for your kindness in being present to hand to me the address and handsome present from the civil service of the province."

"To the Members of the Civil Service of British Columbia:—How can I adequately express my feelings for the kindness and for the honor you have done me to-day. It is impossible to do so. I can only thank you in simple words, sincerely and from my heart, on behalf of my wife and myself for the beautiful address, with which you have presented me. It is a work of art, and a credit to the province of British Columbia, although, I fear, its wording is all too complimentary. It and the magnificent present accompanying it will always be valued by me as long as I live. It will always remind me of this beautiful province, which has been for so long our home, and keep green in our memories the many friends we have here. It is indeed gratifying to a man of my age after fifteen years of public life, to find that the members of the civil service, with which I have been so long associated, practically as a colleague in the work of the province, have such kindly feelings towards me, and express them in such a beautiful and substantial manner as they have done. I can assure you that I am most grateful to you for the connection with the public affairs of the province, and I especially regret that I have not been able to accomplish what has long been on my mind, and what I have taken great pains with, that is, the placing of the civil service of British Columbia on a better footing, by the passage through the legislature of the bill which I have introduced, and which such legislation would be of great advantage to the province, as well as to the civil service. I think that the passage of such an act would to a certain extent remove the civil service appointments from the sphere of politics, which would be a desirable consummation, and would benefit the province. I know there are some members of the legislature who are not of the same mind as myself in regard to this, but if they had some practical experience of the workings of the bill, they would probably change their opinions."

"As it is now, a member of the legislature feels that he has a certain amount of patronage, and when there is a vacancy in the civil service, he has applications from perhaps twenty or more professional supporters, to get the appointment. The result is only one applicant gets the billet. His own friends are satisfied, but nineteen others and their friends are not satisfied, and at the end of the session of the parliament the member finds that his patronage has not resulted in anything, but the opposite. This is, of course, placing the matter on the lowest principle, but it is one of the reasons why I feel that the province should not have been allowed to remain in the state of withdrawal. By allowing that service the colony was at once placed at the mercy of the Americans, and experience has justified all the predictions of those who declared that the Oceanic company would not give satisfaction under such circumstances. It is too late to induce the Canadian-Australian Royal Mail Line of steamers to return to this colony? We believe it possible, any, indeed, probable, to rehabilitate the Vancouver service and secure for British mails and products transmission on British steamers. The Union Steamship Company has entered into partnership with the Canadian-Australian line and a way ought to be devised whereby the combination should be encouraged to provide a fast and regular service. The experiment of last session, as Mr. Wilford said in the speech to which we have alluded, has turned out badly; and we need the government will before the next session terminate enter into an arrangement whereby we may be assured of speedy and regular communication with America and Great Britain, and the Canadian mail route, which we have long advocated as the complement of the 'all red' Pacific cable, if possible, to be again extended to this colony. We believe it is possible to get on better and faster steamers."

MANCHESTER'S REMAINS FOUND  
A San Francisco dispatch says: "The missing ship Manchester, which sailed from Victoria on the 23rd of last August with a cargo of kerosene for Yokohama, has been found beyond a reasonable doubt. She lies a total wreck on the deserted island of Pika, in the Marshall group. How many persons survived the loss of the vessel is not known, but it is certain that a woman and her children landed on the island. Their footprints remain on the sands of the beach. The Manchester was a four-masted steel ship of 2,850 tons register, commanded by Capt. F. Clemens. She was posted missing in Lloyd's on May 15th, of last year, after 90 per cent. re-insurance had been paid on her.

"A private letter received on the Australian steamer Bonoma relates the finding of the wreck. The writer says, 'A mysterious shipwreck was reported from Sydney, N. S. W., July 18th, by Capt. Henry, of the island trading steamer Archon, which recently touched at Jaluit, one of the Marshall group. Here it was learned that the island trading cutter belonging to a German firm at Jaluit had found parts of the hull of a large ship and over 400 cases of kerosene strewn along the shores of Pika Island. The island is uninhabited, but in walking along the beach the crew of the cutter came across footprints and traces which showed that some one had been there. Among the footprints were those of a woman and several children. The conclusion arrived at was that a portion of the shipwrecked crew had landed on the island, the survivors including the captain's wife and family. Marks on the beach indicated the fact that two boats were hauled up on the beach and were subsequently launched. Continuing along the beach the cutter's crew found the body of a man washed up, which was badly decomposed, but a certificate—that of a chief officer—was found in one of the pockets and turned over to the German government of the island. In shipping circles it is said that the

wreck is undoubtedly that of the Manchester."

CHANGES ON JAPAN.  
Owing to the removal of one of their number several promotions have taken place on the engineering staff of the Empress of Japan, which sails from here on Monday. William Grelley Frost, who held the position of sixth engineer, left on Thursday for Montreal to visit his relatives, after which he will take in the Buffalo exposition, and probably make a tour of the Old Country, going as far as Glasgow to see the exhibition there. The post of sixth engineer is now held by Mr. Rice, while Messrs. Miller, Tamin and Spittal have advanced a step in the order named. The Vancouver Province says that a fortnight ago it was announced that James Adamson, chief engineer of the Empress of Japan, had been appointed to the position of chief engineer and major mechanical question, for was on the place of Lacey R. Johnson, promoted to Montreal. It is understood now, however, that Mr. Adamson has advised the medical board of the Empress that his preference would be to remain in the steamship service, and he will therefore not accept the proffered position. It is not improbable that the position of master mechanic will hereafter be offered to Mr. Richardson, chief engineer of the Empress of China."

AN INSURANCE PUZZLE.  
The destruction by a fire of the bark Empire will cause a complicated re-insurance question, for was on the re-insurance list at 30 per cent., when she arrived at Makukou, but owing to the fact that there is no cable to San Francisco, the news of the disaster was not learned and the gamblers continued to speculate until the news of her loss by fire was received. Now what is to be done by the speculators? Did they win because the vessel arrived at her destination, or did they lose because of her loss after her arrival? The question will not be solved until further advice is received from Honolulu. An answer to queries made by the speculators, and if it is found that the vessel had completed her voyage, the gamblers would retain the money they had won, while, on the other hand, if the vessel was merely lying off the port and had not formally completed her trip, those who speculated that she would arrive will have won.

DISASTER NARROWLY AVERTED.  
A calamity that might have sent two ships to the bottom came within an ace of occurring on the voyage the steamer City of Puebla completed this afternoon. The ship was on her way from San Francisco to this port and in the distance of the Pacific Ocean the two vessels were approaching each other. When she loomed up out of the dark on the port quarter she threw terror into the minds of the crew. The City of Puebla at once made a sharp turn to starboard, just in time to avoid a collision, which if it had happened would have resulted, some believe, in the loss of both vessels. The steamer City of Puebla was made out in the morning and very dark at the time.

TRADER'S NEW SERVICE.  
Steamer Trader is running in the place of the steamer City of Nanaimo on the Victoria, Texas and Nanaimo route in the place of the City of Nanaimo, which has been withdrawn from the service to Vancouver. The steamer Trader is the latter vessel in the north, and is being run by Premier Dunsmyth and party on board, is expected back towards the end of the week.

THE ICARUS SAILED FOR PANAMA TO-DAY

CRUISER IS EN ROUTE TO THE OLD COUNTRY

New Zealand Government Dissatisfied With Service From San Francisco—Canadian Connection.

After serving out her commission of three years on this station, H. M. S. Icarus, in command of Capt. George F. S. Knowling, took her farewell departure from Esquimalt shortly before 8 o'clock this morning. As heretofore mentioned, the ship proceeds direct to Panama, calling on at San Diego en route. On arrival south she relieves the Phoenix in guarding British interests during the cruise of the torpedo destroyers as they return to the southern States.

There being no ships in port other than the torpedo destroyers, the farewell given by the crew of the Icarus was not marked by a special ceremony, the only ceremony connected with the event being the manning of the rigging of the departing man-of-war and the cheering of the crews of the torpedo destroyers as the cruiser steamed out of port.

There is little difference in size between the Icarus and the Shearwater, the ship which, according to report, is to replace her on this station. The displacement of the Icarus is 970 tons, while that of the Shearwater is 970 tons. The Shearwater is now at Esquimalt.

PREFER CANADIAN STEAMERS.  
Victoria may have direct connection with New Zealand again before very long if the feeling of the government of that country can be taken as a criterion. The works of the Canadian and Australian feet formerly made Auckland a port of call but discontinued the service because of the New Zealand government failing to renew the subsidy for the works of the New Zealand line.

COMMISSIONER OF LANDS AND WORKS.  
The following is the list of the members of the commission of lands and works for the purpose of the purchase of the land for the proposed railway line from Victoria to Esquimalt. The members are: Mr. J. A. Anderson, M. P., Minister of Finance and Agriculture; Mr. J. W. G. Gore, Deputy Commissioner of Lands and Works; Mr. J. M. Smith, Deputy Minister of Finance; Mr. J. A. Anderson, M. P., Minister of Finance and Agriculture; Mr. J. W. G. Gore, Deputy Commissioner of Lands and Works; Mr. J. M. Smith, Deputy Minister of Finance.

As he concluded the auditor-general, Mr. Anderson, lifted the cover of the tray and disclosed a beautiful silver salver and a handsome silver cigarette case. The salver bore the inscription: "Presented to Hon. John Herbert Turner by the Civil Servants of British Columbia, 1901." The inscription surrounded the arms of the province, while on the sides of the salver spaces were left for the monogram of the minister and for his crest. The cigarette case bore the retiring minister's monogram.

His Honor the Lieut. Governor followed the reading of the address in a few well-chosen words, expressive of his regret all felt at parting with Mr. Turner. He expressed the hope that his career in London would give him a reputation for fidelity, integrity and ability. He referred to the gratification it must be to a public man, at the end of his career in the country to make long a long such long service to find that he left behind him such true friends. He

prayed, in conclusion, for the continued prosperity of the retiring minister and of Mrs. Turner. He added that the souvenir was a credit to the public servants of the province, and the spontaneity of the gift might be gathered from the fact that double the amount required for the purchase of the gifts had been subscribed.

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GENERAL COMMITTEE MET LAST EVENING

AMENDED PROGRAMME ADOPTED AT MEETING

Decided That Those Having Charge of Decorations May Have Free Hand in Making Arrangements.

The general committee having in hand the arrangements for the reception of Their Royal Highnesses the Duke and Duchess of Cornwall and York met in the committee room of the city hall yesterday afternoon. There were present Mayor Hayward, in the chair; Senator Macdonald, Mr. Justice Martin, Col. Prior, M. P., H. D. Helmeke, M. P., P. B. Hall, M. P., A. H. Stewart, Blyton, James Williams, Cooley and Hall, George Leves, E. A. Lewis, A. B. Fraser, Capt. Roids, A. J. Dillan, W. H. Price, George Jay, Chief Watson, Joseph Peiron, C. E. Redfern, C. H. Lugin, Thomas Hooper, Lindley Crease and Secretary Morsby.

After the usual formalities, communications were read from the fraternal organizations in reply to those from the secretary asking them if they contemplated participating in the forthcoming celebration.

The Native Sons, Court Columbia Foresters and Banner Lodge A. O. U. W. announced their intention of taking part. The Masons explained that it was contrary to their custom to participate in demonstrations unless they be Masonic in character. Lodge No. 3, A. O. U. W., had taken no action, while the Woodmen replied they will not participate.

A request from the Sons of St. George for permission to erect an arch was left in the hands of the decoration committee. In this connection some discussion ensued as to whether it would be advisable to give the decoration committee a free hand in matters pertaining to their department. This was finally agreed upon, and henceforth the committee may use its own discretion without reference to the general body.

The mayor read the communication for particulars regarding the decoration work and said that his artist Paul Bergau would undertake it under reasonable conditions. Referred to decoration committee.

The mayor read the communication received from the Governor-General containing the amended programme, which was published in these columns some time ago. It was pointed out that it was in accordance with the suggestions of His Excellency's suggestions, so no radical alterations in the programme are possible.

Mr. Stewart and ex-Mayor Redfern were of the opinion that the laying of the corner-stones for the causeway and Point Ellice bridge might be eliminated, as these works will not have reached a satisfactory stage for such functions when the royal party arrives.

The mayor observed that it was the custom to lay the foundation stone on the top of the structure, and he was quite sure that sufficient progress will be made in the works to permit of this part of the programme being carried out.

The question of selecting a place for the reading of the address and the presentation of medals also came up. It was pointed out that some point should be decided upon where the people and school children will be enabled to see the royal party.

George Leves recommended the corner of Yates and Douglas streets, explaining that the children could be lined from Government to Douglas. In this connection the mayor mentioned that in this would be an opportune occasion for the presentation of the Governor-General's medal won in competition among all the graded schools of the province by a Victoria pupil. Finally it was decided to leave the selection of a place for the presentation of the address and medals to the decoration committee.

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SURVIVORS ISLAND  
Capt. Ferry, Who Steamer Str

UNSTINTED PRAISE  
Everything Possible W  
Beach Replies to S  
Eng

The arrival of the Farallon vessel added little to the knowledge possessed of the unfortunate accident whereby the C. P. N. flagship went to her doom. The arrival of the writers Pothergill, and he tells in another column, opens probability that two more names have to be added to the sad list, those of Mitchell Jacob and N. Law; neither of whom have been of since the accident. The fact Pothergill saw them on deck just vessel went down lends further priority to the belief that they have lost.

The name of the second steamer was lost seems to have been Fowler, not Horace Smith. Next to these primary facts, the will be chiefly concerned in the against the passengers of jostling boats, and the serious allegations of evidence of which is an officer Fowler and negative test by A. C. Beach.

A perusal of the interviews published this evening throw a great deal of light on the affair, while some hesitate to say that there are things which they will not disclose obliged to do so at an official invitation.

A clear account of the disaster is by Capt. Geo. Ferry, who was a close friend of Capt. Foote, and though a properly equipped investigator himself took the position of quartermaster on the vessel at the request of Captain Foote. Capt. Ferry was wheel when the accident occurred, is thus particularly well qualified to speak of the condition prevailing at the time.

According to his statement it is expected, the man whom he believed at the wheel had told him there was ice about, that he had it and that they would require a tracer in consequence. It was overhead, but for a few feet of surface of the water a fog bank he held her hard for shore, and in the effort to get her headed for shore, as has been previously prevented the use of the poppet rendered it useless to attempt for the beach.

As the boat began to settle water one of the deck hands ran to the wheel house and asked "Is lower the boats, captain?" Captain Foote replied, "No, lower them; simply hang them out side. There is no need to lower them."