WEEK'S BUSINESS.

Wholesalers Report Fairly Good Trade In Spite of Jubilee Holidays.

Disappointment at the Loss Prospective Orders From Railway Contractors.

ere's nothing like a celebration to people to town," said Mr. John yesterday, "and, of course, when stomers come we see them. As a nence of this week's jubilation we ort several large orders from up y customers who came down to in the fun. Of course the t of business that we are able to t in this way is not a fraction of t used to be, say five years ago—e have to depend almost entirely travellers. So that in spite of idays we have been quite busy the past week."

appearance of the cutting room of m fully bears out this statement e condition of trade. All along e of the room, which runs nearly depth of the building on Yates are rolls of flannel stacked close r, "which by Saturday night," r. Piercy, "will be all made up irts and other articles of cloth-

capacity of the workroom is 48 hirts per day, and during last his firm had in stock no less than hirts, of all kinds and grades, and second to none of the best ed.

esale dry goods houses are all ctive and the trade with interior is reported as being very satis-

roceries, Messrs. Wilson Bros. eavy shipments to Kootenay principally Sandon, to which lace they will ship about three s to-day. This firm consider a very good shape. Collections ne quite up to the average. The wback, however, which exists in ion with trading with new towns is the constant dread of fire; and this feature of the situolds good with wholesalers in ne. Trade with the Boundary country is practically at a ill, and the large stocks ds which were sent into part of the province early ear in anticipation of early railnstruction are still in dealers' and are likely so to remain inly, unless the long looked for ia & Pentiction line is built.

only natural, the recent coast fiasco at Ottawa has had a very ct on the market, more in anticiprobably, than actual, as Vicholesalers have no fault to find e state of the grocery trade. Leiser & Co. also state that notnding the Jubilee celebration out the province and the several s taken in this city, trade with s been quite as brisk as usual. n disappointment is felt at the part at least of the railway con n schemes for this year, as active ns on these lines would give a mpetus to trade among local

rdware and iron Messrs. E. G. Co. are busy filling large orders resting machery and tools and implements generally, while n builders' hardware continues bly dull. The constant demand ers' supplies is a feature of the ven at this time of year, and show that the number of pros and other active workers in districts of the province is conon the increase.

the Kootenay cities Victoria nts receive a very generous share de, particularly in wines and The orders from Rossland and wo other centres are somewhat present. A great increase is the demand from Sandon and aces in the Slocan.

ly this branch of trade is very hich ought not to be the case in the warmth of the weather and hense crowd of pleasure seekers all this week. From outside usiness is only average with the n above noted.

THE DEED IS DONE.

elicate duty of deciding which the many prettily decorated s were entitled to prizes was yesterday. The committee, sting about for some one on impose the task, unanimously r. S. Perry Mills, as it was necesave someone of a calm judicial t easily turned aside or swayed nsion or sentiment from the uty. Consequently Mr. Mills, eluctant, nerved himself for the d no doubt will go out fishing ext few days till the clouds roll . H. L. Salmon wins first prize very handsomely decorated at the corner Government and reets; Messrs. Plimley & Onions, reet, coming second, and the ce being divided between "the ay flats," as Batchelors' hall, ies street, is called, and Mr. W. ay's.

dge mentions specially with he following places: S. Reid, House, Geo. Marsden, H. residence, C.P.R. offices, Mr. overnment street store, Colo-, Gilmore & McCandless, Vic-it Growers' Association, R. H. , Union Club, J. H. B. Rick-g Wo Kee, Chinese Benevolent Dixi H. Ross, Jones' drug rskine & Wall's, Miss Carr's elmonico, Power house, Mrs. r's residence, James Dunsidence, C. E. Redfern's, Fell & .B.A.A.

dical Missionary Married.

o, June 25.—Rev. J. A. Jack-, who was recently appointed nissionary at Bella Bella, B.C., Methodist church, was married erday, his bride being Miss ok. Dr. and Mrs. Jackson left t for their home in British .

NEWS OF THE MINES

Refractory Ore Process to Be Applied at Rossland—Fort Steele Property Changes Hands.

Victoria Capital in Kettle River Country—Vicissitudes of Dredging in Cariboo.

The Duncan Syndicate of London, who own what is known as the Fauvel process of treating refractory ores, are to make a test of 50 tons of Rossland ores in their smelter near London, Eng., with a view to erecting a plant at some point convenient to Rossland, should their system prove a success with this ore. The chairman of the board is Charles J. Fauvel, inventor of the Fauvel furnace. Other members are Capt. Bax, of the Westminster Electric Company; Hammersly Heenan, president of the Darien Company; and Douglass Cairney, the well known broker of Glasgow. There are only about 15 people in the syndicate, and they are advancing all the money themselves for their mining and smelting operations.

Captain Thomas Duncan, who was in Rossland with the manager, Mr. Drummond, last fall, has been in West Kootenay several years studying the country and selecting mining prospects. The syndicate now has 11 properties altogether. These are the Wren, Calumet, Little George, Planet, Comet and Ricket, all on Wild Horse creek, a few miles from Ymir City; the Ramona, Alice and Condor, on Hall creek, and the Catherine and Custer, near Summit siding, on the Nelson and Fort Sheppard railroad, four miles from Nelson.

Mr. Drummond says all the properties belonging to the syndicate are looking well. He has the highest opinion of the mining outlook on Wild Horse.

THE DIBBLE GROUP.

A three-quarter interest in the Dibble group of claims, one of the oldest quartz locations in the Fort Steele country, has been purchased by the Slocan Silver-Lead Syndicate, of which Hon. Geo. E. Foster, ex-minister of finance of Canada, is president, and John M. Burke managing director. The other quarter interest is retained by W. M. Sprague and General Warren, who for two years have held a bond on the property. The claims in the Dibble group are the Last Chance, Richmond Hill and Beaver. The price paid by the Slocan Silver-Lead Syndicate for the three-quarter interest was $30,000. It is claimed by Mr. Sprague that during two years he has held a bond on the group, and $20,000 has been expended in the development of the property. It is said to be one of the best group of claims in East Kootenay, carrying both gold and silver, and the ore runs about $150 to the ton. The new owners have already commenced development work on the property, and will ship ore as soon as they get transportation facilities into the district, which is expected with the coming of the Crow's Nest Pass road. There are already 500 sacks of ore on the dump. The Dibble group is located on what is known as Chloride hill, in the Rocky mountains, and is about 11 miles from Fort Steele. Mr. Burke says of the Fort Steele country: "Outside of Rossland I think it is destined to become one of the best camps in Kootenay. It is a year too early to locate permanently. By that time there will be transportation into the district, and with transportation will follow development of the country. It is an open country and easy of access by wagon to all points in the district."

RIVER DREDGING IN CARIBOO.

The B. C. Mining Journal notes the arrival at Ashcroft, on their way to Quesnelle, of Otto J. Heintz, of Buffalo, Lewis Hall, 2nd, of Niagara Falls, and Ramsey Peugnet, of New York, who are interested with others in the Sydney Gold Mining & Development Co. Mr. Hall is vice-president and Mr. Heintz treasurer. Messrs. Barr and Cousins are at present pushing the work in the northern country, getting a dredger in shape to take up the Fraser river to the junction of the Smoky river, where the company expect to operate.

The Journal says: "There is no question of the amount of gold in the river beds of Cariboo, it is only a question of how to obtain satisfactory results in dredging for it. So far dredging has not been a success, although the Finch, Alexandria and Pittsburg companies have taken out from $70 to $100 per day, and the day usually only a few hours, but the trouble has been to keep up an average of this kind. A good piece of bed-rock would be struck and a few minutes work might bring up gravel containing a good many dollars in gold, when a boulder would clog the pump, the flume would overflow, or something, perhaps a nest of boulders, interfere with pumping, and the result would be that the average of gold taken out would discourage the working. This season the Underwood company at Quesnelle, who tried pumping on the Quesnelle river last season, will try the bucket, and we believe it is the general opinion of men conversant with this class of work that they will make a success. Still, if suction pumps can be made to work successfully, it will be much easier to handle the bed rock gravel than it will be with a bucket or dipper. The Smoky river, where the Sydney company propose to operate, is well known to be rich, and there should be enough Yankee ingenuity about the promoters of the company to succeed in some way in raising the bedrock gravel, if they can, and economically and sensibly managed, this company should be a success. Sixty million dollars was taken out of Cariboo in early days and work done only in a very primitive manner, and sensible work, with a reasonable amount of capital, will show as good returns as any gold fields in the known world."

KETTLE RIVER CLAIMS.

Mr. Leahy, of Findlay, Ohio, has associated himself with Messrs. J. P. Fell and D. Carmody, of Victoria, in the purchase of a group of five claims known as the Currie group and situated on the West Fork of Kettle river, about 45 miles above Rock creek. The deal was negotiated by W. T. Thompson, of Midway, who represented the claim holders. But little development work has been done on the claims, but the surface showing gives every encouragement that the expenditure of money will prove them to be of great value. Two well-defined veins run through the five claims. The property is along the line of the proposed Columbia & Western Railway.

MISCELLANEOUS.

The first clean-up of the season at the Cariboo hydraulic mine took place Friday last, the gold obtained was 4,152 ounces, valued at $71,414. Hydraulicing had been carried on for forty-three days and sixteen hours.

A sale of 500,000 shares of Evening Star stock was made at Spokane on Wednesday to Toronto parties for $25,000. The mine is located near Rossland, and has had considerable development work done. The company's debts, amounting to $6,000, has just been paid. The balance of the sum mentioned will be used in developing the property.

The shaft on the Iron Cap, at Kamloops, is now down thirty-seven feet, following the ledge all the way. The ore continues satisfactory and the pay streak is widening.

The Road View, at Kamloops, bonded for $5,000, is now in the hands of a local syndicate, which secured the transfer of the bond for $500 cash.

UNHAPPY STATES.

KANSAS CITY, June 24.—A special to the Star from Salina, Kan., says: A terrible cyclone passed fifteen miles north of this city last night. As far as heard from three are dead and a number dangerously injured. The dead are Mrs. Anna Geesey, aged 34; Nola Geesey, aged 13; Ida Geesey, aged 9. Four members of this family are also badly hurt. Mr. Geesey was away from home. The remainder of the family had gone to bed, and when the storm struck the house they made for their cave. Before they had gotten out of the house the tornado had destroyed it. The work of destruction was not known till morning, when the neighbors found the dead and injured members of the family lying about in the debris. The three dead bodies were found 50 feet east of the house, and near them the body of a girl alive, but buried to her waist in dirt.

There are rumors of other casualties, but particulars are meager.

ST. LOUIS, June 24.—A terrific rain storm this morning did considerable damage in the southwest section of the city. The poorhouse was unroofed and the building otherwise damaged. The storm also struck the insane asylum, but not much damage was done. Heavy rains are reported in Central Illinois.

HOPKINSVILLE, Ky., June 24.—During a heavy storm here to-day two earthquake shocks were distinctly felt. The walls of large buildings were shaken so as to be perceptible to everybody. The shock occurred at 11:40 o'clock. The vibrations were from west to east.

BREAD AND CAKE.

During the reign of Louis XVI somebody made bold to tell Marie Antoinette that the people of Paris were suffering from want of bread. "Why don't they eat cake then?" said her gracious majesty.

Her mistake was not unnatural. Her own trouble had ever been to choose between luxuries. Why should not the peasantry once in a while find cake a desirable change from a monotonous diet of bread? Why not, indeed? Poor, proud woman. She was enlightened on that point a little later; but you can read the story in the books.

We were reminded of it, however, by an incident which Mr. William Edward relates of himself. It's odd what links make up the chain of associated ideas, isn't it?

Just about three years ago, Mr Edwards began to feel out of sorts, as we say. His meals were ready for him, as usual, but he wasn't ready for them. He wanted neither meat, bread, cake, nor any other manner of food. Yet he did eat a bit of something, of course. Still, he was presently sorry for it. For every mouthful punished him as though eating had suddenly become both a sin and a crime. It gave him pains and aches in the chest, sides, and back, away around betwixt the shoulders too, where you wouldn't fancy a trifle of victuals could have any influence.

For this reason Mr. Edwards did what any of us would have done; he ate just as little as possible. But this course soon proved unsatisfactory, for, without adequate nourishment, he was sure to lose strength. This happened.

In a letter written from his home in Queen street, Bottesford, Notts, and dated October 5th, 1893, he says, "I got weaker and weaker; I was hardly able to get about my work. The doctor gave me medicines, but they didn't help me. Then I applied mustard plasters, in hope they would ease the paid, but they only reddened the skin; they failed to get down to the deep places where the disease seemed to be. This is the way it was with me, month after month. Finally I got so low that my wife and friends concluded that I would never get better at all."

[Now we call the reader's special attention to what Mr. Edwards says next. "The doctor," he says, "*recommended a change of air.*" Possibly this may have been in itself not a bad suggestion. On the same principle Marie Antoinette's suggestion that the peasantry should eat cake when they had no bread, was also a good one. But, you see, the peasantry were as destitute of cake as they were of bread, which rendered her advice impracticable.]

Similarly there was an obstacle in the way of our friend's taking his doctor's advice. He puts it thus: "I am a tailor and draper, and could not leave my business."

Exactly. And lots of us who have been in the same situation know perfectly well what that means. If the good doctors could supply their patients with money and leisure to travel, many a sufferer would try a change of air. Alas! however.

"In March, 1891," continues the letter, "my daughter—who is in service at Barnston Manor—told me how she had suffered from severe indigestion and dyspepsia, and was completely cured by Mother Seigel's Curative Syrup. So I tried it myself and soon felt the good result. My appetite came back. I relished my food; it digested and built me up. The pains and distress abated, and in a few weeks I was well as ever. Since then my healty has been good. But I keep the Syrup on hand for time of need. Yours truly, (Signed) William Edwards."

"Better is a stranger near by than a brother far off," says the proverb. Yes. And better is a medicine that cures you *at home* than a recommendation which involves your doing an impossible thing. And it is one of the great elements of value in Seigel's Syrup that it cures people *right on the spot where they became ill.* It doesn't ask them to help it out by taking a trip to Italy or even to the seaside. By using it faithfully the poor dyspeptic (and that covers everything) can presently eat the bread of health, and cake too, if he wants it.

Clara—I don't think Grace cares very much for her husband.

Jessie—Why?

Clara—Well, he was detained at his office until 8 o'clock one evening last week, and it never occurred to her that he might be killed, or something.—Puck.

One may keep up with the procession and not run over the band-wagon.—New Orleans Picayune.

[FROM THE DAILY COLONIST, June 26]

OUR FLYERS WILL GO

Crack Victoria Yachts Will Contribute to the Success of Seattle's Regatta.

Jockey Club Races at Vancouver Drawing Well—The First Day's Results.

Some time early in the coming week there will be a general exodus of sailing craft from the quiet waters of James Bay, and when Seattleites awake the following morning they will find their harbor in possession of the Victoria Yacht Club, or at least the largest representation of that body that has ever been seen in any outside port. Details for the coming outing will probably be arranged at a special meeting of the club this evening, and a fleet of from eight to twelve craft of all ranks and sizes be seen in evidence on the Sound to testify to the cordial affection entertained by the British Columbia yachtsmen for their brethren of the Queen City. Of course the fastest yacht of the Northwest, Mr. W. F. Bullen's Ariadne, will be one of the contingent, and as she easily demonstrated her superiority in the races here a day or so ago, it will interest Seattleites, as well perhaps as some of Victoria's citizens, to know something about her. She was designed by Stone, of San Francisco, and built by the Marine Railway Company, of Esquimalt; at the present time she is the largest as well as the swiftest craft in all the Northwest country, while she would go into the first class with anything owned or sailed in San Francisco. Provided with a yawl rig, and not canvassed for racing so much as cruising, she is nevertheless fast enough to hold her own in any company, while at the same time a comfortable and luxurious pleasure craft of which any enthusiastic owner might well be proud. Eighteen people in all can be comfortably accommodated in the berths, while her staterooms, saloon, crew's quarters, etc., are on a scale of modernity and neatness leaving nothing to be desired either in comfort or beauty. A force of twelve men is required to properly handle the ship, which on the occasion of her recent victories was commanded by George F. Askew of this city and manned by her owner, Mr. Bullen, Messrs. A. D. Crease, W. F. Bullen, Percy Roberts, H. Hardey-Simpson, and several other Victorians. Than E. B. Leaming, of New Whatcom, there is no higher yachting authority in the Northwest, and Victorians have his opinion—given in true sportsmanlike fashion, after his famous Myth had been outsailed by the new boats—that the Ariadne and the Jubilee in anything like a breeze will run away from any other craft on the upper Coast to-day. The Jubilee, which is coupled with the Ariadne in this graceful compliment, also flies the Victoria Y.C. colors, being the result of the winter's pleasant occupation for her owner, Captain George Collins, and that genial skipper's popular wife. The Captain, it will be remembered, found time hanging heavily on his hands, it being hard for him to tear himself away from active business life even when he found it no longer necessary for him to occupy himself with money getting. And so he decided to build himself a yacht, such as his experience had taught him a yacht should be. He made the design himself to begin with, and then, with Mrs. Collins' aid, he built the boat—as pretty, graceful and swift a craft as one could ask to see. She only made her appearance a day or two before the carnival races, and her name, The Jubilee, was everywhere voted a most appropriate designation. She is cutter-rigged and has sleeping room for ten, although in racing but six are required to do her justice. As a cruiser she is as good as in racing, and those who saw her run in the just completed races will agree that this is eloquent testimony to her general character. Before she visits Seattle she will receive a few trifling alterations suggested by experience, her temporary shifting ballast being taken out and her lead keel placed in position. The rigging will be also slightly overhauled, and this done the Jubilee will "fear nae foe." She is not over-canvassed as a novice in yacht sailing might conclude from a glance at her, and in the freshening breeze in which the recent races were concluded, demonstrated her ability to run away from every opponent, making on the final round fastest time of the field. The Allie, still another new Victoria sail and another of the fleet for Seattle, was designed by W. P. Stephens, editor of Forest and Stream, after his world-famous Scarecrow, and was built by her owner, Mr. Morrall of this city. She is sailed by Captain C. A. Godson with a crew of two, being a I-rater in class C. Twenty-five feet in length over all, 18 feet l.w.l., and with 6 feet beam, she can when weighted with her 650 pound fin, hold her own quite handily in her class, as she has already shown by her victory over the speedy Frou Frou. Besides these three new boats, which are at present to be described as the pride of the fleet, the V.Y.C. will have at Seattle the Admiral's flagship, Volage, and the Xora, both sailing in class A; the Nancy, and the Wideawake (class B); the Frou Frou (class C); and the Flora (class D). Besides these the Britannia from Nanaimo will come here and join the Victoria fleet, proceeding in their company to the Sound; while it is altogether probable that the Gee Whiz, Daisy Bell, Noreen and Deborah will make up the party—going to New Whatcom for the international regatta even if their owners find it impossible to send them to Seattle as well. The strong representation of the Victoria fleet at both Seattle and New Whatcom is expected by all interested in yachting affairs to be productive of but one natural result—the fixing of Victoria as the scene for the great international regatta of 1898.

THE OAR.

CANADIAN STROKED THE WINNER.

POUGHKEEPSIE, N.Y., June 25.—Cornell won the intercollegiate race to-day in 20 minutes 34 seconds; Yale second, 20 minutes 44 seconds; Harvard third, 21 minutes flat. The great three-cornered college race was rowed on the Hudson river. Harvard, with her newly acquired English methods, finished thoroughly exhausted, while the exponents of American theory as applied to the propulsion of eight-oared shells, finished at a hot pace without any distress being apparent. The tide was slack with the wind favoring no particular crew. Absolutely no favor of any kind was shown by nature toward the result. The race was rowed entirely on its merits. The finish was marked by a great demonstration upon the part of the spectators. F. A. Briggs, of Waterloo, Que., rowed stroke for the Cornell crew. He was the only Canadian representative.

Rudolph Lehman, Harvard's English coach, when asked to-night for his opinion on to-day's race, said: "I had a peculiarly constructed crew, and last week I found that they had gone stale. I began to bring them around and supposed this week that I had gotten them around again in good shape, but the work of to-day showed differently. In addition to that the crew did not row my stroke after the first mile, but ran away with things."

THE WHEEL.

WILL BE WELL REPRESENTED.

From present indications the Victoria wheelmen will be represented at the Wellington meet on the 1st of July by more riders and better riders than in any other outside meeting in recent years, besides which a large party of non-racing enthusiasts will attend to cheer the boys to victory and contribute their proportion to the success of the gathering. Penwill and Wolff of the amateurs, and Freeman of the professional list go up to the railway terminus to-day to get thoroughly accustomed to the track, and will be followed on Monday by others of the racing men. In all there will be two professionals and five or six amateurs to uphold the blue, white and old gold of the V.W.C. The club party will also in all likelihood be accompanied by an expert trick rider who will do his share towards amusing the crowd and showing the friendship of the V.W.C. for the upper island club.

A UNIQUE PARADE PROMISED.

The Vancouver Dominion Day celebration committee have placed a substantial amount of money in the hands of the Vancouver Bicycle Club to be offered in prizes on July 2 for the best decorated wheels, best character costumes, most novel turn-outs, etc., and also for the best illuminated effects in the evening parade. The competitions will be open to both ladies and gentlemen, and it is intended to make a monster parade of bicycles along the paved streets. The procession will take place about 7 o'clock p.m. on July 2 and the illuminated parade at 9 o'clock on the evening of the same day. It is sincerely hoped that a large number of the Victoria wheelmen will attend and take part in the parade. Every class of wheel will be represented.

THE TURF.

VANCOUVER, June 25.—(Special)—The biggest crowd ever gathered at Hastings witnessed the Jockey Club meet to-day. The races were interesting and keenly contested, and the slightest approach to crookedness was checked. The weather was fine, and track good but very dusty. In the Juvenile trot, half-mile heats, Stormont, Jr., and Don G. were winners; best time, 1:31. In the running half-mile and repeat, Black Alder, owned by Bottger, of Oregon, took first; best time, 51 seconds. In the 2:33 trot Primero won easily; time, 2:31¼. The three-quarter-mile dash went to Catalogue in 1:20¾.

BASEBALL.

LEAGUE GAMES OF YESTERDAY.

At Brooklyn—Brooklyn, 11; Philadelphia, 3.

At Washington—First game, Washington, 6; New York, 11. Second game, Washington, 6; New York, 4.

At Boston—Boston, 10; Baltimore, 9.

At Pittsburg—Pittsburg, 6; St. Louis, 4.

THE CITY.

AS A result of the collection at the Jubilee thanksgiving service at Beacon Hill last Sunday, Mr. Mason, the secretary of the B.C. Benevolent Society, acknowledges with thanks $206.75.

THE provincial horticultural board have been busy for the past few days revising their rules and regulations with a view of continuing the good work of excluding fruit infested with pests. The board also expect to take steps towards importing from California and other parts beneficial insects that prey on fruit pests. It is found that especially good results are obtained from the encouragement of these beneficial insects, and that they are a very efficient aid to the fruit grower in keeping his trees healthy.

THE school children of the province continue to increase perceptibly the fund for the establishment of the Victorian Order of Home Helpers. In addition to the $184 previously acknowledged, Mr. A. J. C. Galletly, the honorary treasurer of the fund here, has received during the past day or two the following: Courtenay public school, $2; Anniedale public school, Port Kells, $2; Nicola public school, $3; Boundary Creek public school, Midway, $8.10; Marie Slough public school. $2; Hornby public school, $1.50; Hope public school, $7.30; Agassiz public school, $2.50; and Alberni school, $4.50—making the total in hand at the present time, $211.90.

THE trouble over the "Carnival of Madrid" is in a fair way to settlement, and consequently the threatened capias proceedings of the night before were not resorted to yesterday by either of the hotel proprietors to whom board bills are owing. Mr. Post, the manager, sent a message to Seattle yesterday which it is thought will result in enough money being forwarded to settle the claims of Mr. Voss of the Queens, and Mr. Jones of the Dominion. In the meantime the hotel proprietors hold the scenery and properties of the show as security, and have also the trunks of the performers, pending the settlement of their bills. The show is billed to appear in Seattle in a day or two, and consequently it is not likely that the effects needed for its production will be left long in the creditor's hands.

MR. R. J. KER, of the R. P. Rithet Company, is well known to almost everybody who lives in or does business with British Columbia, but he made a new friend during the recent celebration who gave him as great a surprise as he has ever experienced, and at the same time provided his acquaintances with a joke that bears repeating. He was introduced to this visitor in the usual way, but the stranger failed to catch the name; the introducer then explained quite casually that he was largely interested in the typical British Columbia industry of "canning salmon." "Ah, yes," observed the visitor cordially grasping his hand, "I am very pleased indeed to meet you, Canon Salmon. In fact I have wanted to make your acquaintance ever since I had the pleasure of hearing you preach."

DANIEL HAGGERTY will probably spend the next two months in the provincial jail here, as he has been unable to settle up a fine imposed on him at Abouset a few days ago. Daniel ostensibly was prospecting on the West Coast, but it turned out that he was selling liquor to Indians. He was therefore arrested and fined $42, or in default two months in jail. Provincial constable Spain brought him down from the West Coast yesterday, and lodged him in the provincial jail.

CADBORO SCHOOL.

The closing exercises of the Cadboro public schools were held on Friday the 18th inst. The pupils were examined in reading, arithmetic, history, and geography by the teacher Mr. J. M. Campbell. Several recitations and songs by the pupils, and an original poem by Mr. James Deans enlivened the proceedings.

The rolls of honor neatly framed, were presented as follows: Proficiency—John Joseph Finnerty; punctuality and regularity, Mary Georgina Fox; deportment, Mary Emma Prescott. Prizes were then presented to all the pupils who were promoted. A special prize, presented for agriculture by Mr. George Deans was won by John Joseph Finnerty. A prize was also received from Mr. H. D. Helmcken, M.P.P.

A collection of $2 was received from the pupils in aid of the Victoria Order of Nurse's fund.

PROMOTION LIST.

Junior Fifth to Senior Fifth—John Joseph Finnerty, Mary Georgina Fox, Julia Wilkinson, Walter Thistle.

Fourth to Fifth—Mary Chyne Tait, Harriet Fox, William Finnerty.

Third to Fourth—Isabella Tait, Marie Casanave, Margaret Grace Fox.

Second to Third—Mary Ann Finnerty, Mary Emma Prescott, Elizabeth Ann Hilton, Normanda Tait, Bertha Perry Tait, Emma Casanave.

Second Primer to Second Class—William Cole, Mabel Wilkinson, Frances Campbell, James Tait.

WILL IT HELP SILVER?

LONDON, June 25.—The favorable impression produced in England by President McKinley's action in appointing a special embassy for the Queen's Jubilee is emphasized by the distinction with which they have been received at court and in the highest social circles. All the members share in the exceptional honors and attention paid them as representatives of the United States. Royalty has set the style, and every reference to America in the public press is sympathetic and appreciative.

The fact is generally recognized that America has departed from her usual half-hearted methods of diplomatic intercourse with foreign nations and taken her place with dignity and distinction in the world's court of honor opened in London for the purpose of congratulating the Queen and the Empire on her long and prosperous reign. Good feeling has been promoted by this exceptional demonstration of American courtesy and appreciation, and a way may be opened for the adjustment of several questions vitally affecting the United States.

For example, three silver envoys, with Senator Wolcott at their head, will arrive in London next week, after entering upon their work in Paris under most favorable circumstances. The House of Commons has passed an academic resolution in favor of bi-metallism, but the ministers are divided on the subject. Mr. Balfour is in favor of bi-metallism, and several of his colleagues are of the same mind. Lord Salisbury himself is known to share Mr. Balfour's views, although he is more cautious in expressing them. Mr. Chamberlain and others are on the fence, and there is only one pronounced mono-metallist with convictions unclouded by doubt. This is the Chancellor of the Exchequer, with financial London behind him. An important fact, which is well understood in the best circles of information, is that the ministers, while unable to agree upon any other point, will undoubtedly consent to send delegates to a new international conference. This may be stated with the utmost positiveness.

These delegates, moreover, will not be hidebound monometallists, convinced in advance that nothing can be done for silver, but open-minded men ready to discuss the complex question in all its bearings. The re-opening of the Indian mints is also probable.

MANITOBA AND NORTHWEST.

WINNIPEG, June 25.—Crop reports were issued to-day by the Northern Pacific Railway and the Manitoba & Northwestern Railway. Almost without exception the reports from all sections were favorable. Largely owing to recent rains farmers anticipate more than an average crop.

In a sermon at Calgary on Sunday last, Archbishop Langevin said it was reported that the school question was dead, but he knew of no sexton who had been deputed to bury the matter, and that it would be found to be a lively corpse.

Hon. Clifford Sifton was asked yesterday if there were any developments in school matters. He replied: "No, the school question is settled." Mr. Sifton said he had just consulted Mr. Forget on Indian department matters, and found everything in very good shape in the West. He expected to leave for the East in a day or so.

Mr. Legare, of Wood Mountain, N.W.T., is visiting at St. Boniface and is arranging to prosecute his claim against the United States government for services rendered in securing the surrender of Sitting Bull and his tribe in 1881.

At Portage la Prairie, to-day, Richard Phillips was sentenced to five years' imprisonment for horse stealing.

It was past midnight and M. Ivremort was fumbling about in the hall and mumbling angrily to himself.

"What the matter?" called out Mme. Ivremort from the floor above.

"There is two hatracks here," he answered, "an' I don't know which one to hang my hat on."

"Oh, hang one on each and come to bed."—Petit Journal Pour Rire.

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CERTIFICATE OF REGISTRATION OF A FOREIGN COMPANY.

"Companies' Act," Part IV., And Amending Acts.

"The Raven Copper and Gold Company" (Foreign).

Registered the 23rd day of March, 1897.

I HEREBY CERTIFY that I have this day registered "The Raven Copper and Gold Company" (Foreign), under the "Companies' Act," Part IV., "Registration of Foreign Companies," and amending Acts.

The head office of the said Company is situated at the City of Seattle, State of Washington, U.S.A.

The objects for which the Company is established are:—

1st. The mining, milling, smelting, or working ores by any process, or for any and all purposes:

2nd. To locate, buy, sell, lease, own, pledge, and mortgage mining claims and mill-sites, whether patented or unpatented, granted or ungranted:

3rd. To locate, buy, sell, lease, own, pledge and mortgage any other species of property, whether real or personal, not only for the purpose of mining, but for any other purpose whatever, and for the carrying out of any business for the acquisition of gain:

4th. To appropriate or locate waters in public streams, to dig canals, ditches, flumes, aqueducts, reservoirs, dykes, dams, and bridges, not only to facilitate mining, but for any other operation of business whatever, and to buy, sell, lease, own, and mortgage any of such property for any purpose whatever:

5th. To develop mining and other kinds of property, both upon the Company's own land and upon that of others, to build roads, trails, tunnels, drifts, shafts and cross-cuts:

6th. To build, buy, sell, lease, operate, pledge, or mortgage mills, furnaces, smelters and reduction works, and all kinds of machinery, either for mining operations or for any other kinds of business whatsoever:

7th. To build, buy, sell, lease, and operate steam and sailing boats and river crafts of all kinds, and steam or electric railways, with their rolling stock, telephone and telegraph lines, electric light lines; to erect machinery for the developing of electricity for the purpose of railway, telegraph, telephone and electric light lines, and for use in the mines, either for light or power, and to collect tolls or compensation for the use of same:

8th. To buy, sell, and traffic in merchandise of all kinds for all purposes; to build, buy, sell, lease and operate stores and merchandise:

9th. To buy, sell, mortgage, pledge, hypothecate and generally to act as brokers in and to deal in mining stocks and bonds, or any other kind of stocks or bonds for any and all purposes:

10th. To buy, sell, pledge, or mortgage ores, bullion, concentrates, and sulphurets or any kind and all kinds and for all purposes:

11th. To operate in any and all of the aforesaid capacities in the Province of British Columbia, in so far as the laws of that Province may allow, and in conformity with the statutes respecting foreign corporations:

12th. To do any and all of the aforesaid acts and business either in the State of Washington or Province of British Columbia, or in any other State, Province, or country whatsoever:

The capital stock of the said Company is one million dollars, divided into one million shares of the value of one dollar each.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 23rd day of March, 1897.

[L.S.] S. Y. WOOTTON,
ap8 Registrar of Joint Stock Companies.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an act to incorporate a company with power to construct, equip, operate and maintain either standard or narrow guage railways, for the purpose of conveying passengers, freight and ore from a point at or near the head of steamboat navigation on Kitimaat Inlet, Douglas Channel, North West coast of British Columbia, by the most direct and feasible route along the Kitimaat Valley, about twenty-five miles more or less, thence to a point at or near Kitselass Canyon on the Skeena river, thence along the valley of the Skeena river in a North Easterly direction to a point at or near Hazelton, thence in a North Easterly direction to a point at or near Germansen Creek, Omineca, with power to construct, equip, operate and maintain a branch connection with or extension of the same from a point at or near Hazelton, thence in a North Westerly direction by the most direct and feasible route to a point at or near Telegraph Creek on the Stickeen river, and with power to construct, equip, operate and maintain branch lines and all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to build, own equip, operate and maintain steam and other vessels and boats; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railways and branches; and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges, or other aids from any government, municipality or other persons or bodies corporate, and to make traffic or other arrangements with railway, steamboat or other companies, and with power to build wagon roads to be used in the construction of such railways and in advance of the same and to levy and collect tolls from all parties using and on all freight passing over any of such roads built by the Company, whether built before or after the passage of the Act hereby applied for, and with all other usual necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the city of Victoria the 14th day of May, A.D. 1897.

HUNTER & OLIVER,
Solicitors for the Applicants.