Plans Are Submitted

(Continued From Page One.)

I will say that the hotel I contemplate will cost much more money. The members of your committee assured Sir Thomas that on those understandings that they unanimously endorse his proposition, and that we were of the opinion that there would be no difficulty in it being accepted by the citizens of Victoria.

In conclusion your committee beg to state that they believe Sir Thomas Shaughnessy was actuated by a desire to bring about a better feeling between the citizens of Victoria and his company and to help them in their own efforts to promote the welfare of the city, and that he will see that the hotel is completed and running at the earliest possible date.

(Signed:)

A. C. McCANDLESS,
Mayor.
J. A. MARA.
D. R. KER.
HERBERT CUTHBERT.

The reading of the report was received with every evidence of satisfaction, after which the following resolution, moved by Ald. J. S. Yates and seconded by A. B. Fraser, sr., was passed:

That the report be received and adopted and that the sub-committee be requested to confer with the City Council with reference to the preparation of a by-law in accordance with the terms agreed upon, and to take such steps as they deem necessary to carry the matter to a successful conclusion.

A general discussion then ensued on the great benefits which would accrue to the city upon the building of the proposed hotel, the feeling of all present being strongly in favor of the project. A motion was made by Charles Hayward and seconded by Ald. G. H. Barnard, that a hearty vote of thanks be tendered to the sub-committee for its work, and extending congratulations on the satisfactory report submitted. The members of the committee undertook to recommend the report to the favorable consideration of the respective bodies represented by them.

Almost everyone approached as to the benefits to be derived from the proposed hotel have been enthusiastically in favor of it. The prospect of the flats being adorned with such an imposing structure is received with pleasure in all circles, and is regarded as the inauguration of a new era in the progress of the city.

There seems to be practical unanimity as to the great benefits to be derived from the construction of the hotel.

His Worship Mayor McCandless said that he was heartily in favor of the C. P. R. hotel according to the proposed conditions of its construction. The original arrangements as presented last year were free water and exemption from taxes for twenty-five years, in addition to the offer of the entire flats as a site. Under the present arrangements, less than one-half of the flats will be parted with, and the remaining portion will be worth more to the city than the whole of the flats without the proposed hotel. It was not the construction of the hotel itself that appealed to His Worship so much as enlisting the interest of the C. P. R. in the progress of the city. With C. P. R. agents all over the world, the advertising which the city would receive would be worth more than $50,000 a year. If anyone were opposed to the idea, a journey should be taken to the city of Quebec, where the benefits accruing from the Hotel Frontenac could be appreciated. This hotel had made the city of Quebec. His Worship further said that he had every faith in the promises made by Sir Thomas. The establishment of such a hotel in our midst would make us a C. P. R. town. At present we are practically off the map.

J. B. H. Rickaby, who has had an opportunity of studying conditions in most of the provinces of Canada, was very emphatic when asked to express his views on the resultant benefits from the contemplated hotel. "Take the case of Quebec," he said. "Ten years ago that city was practically dead, but today it is one of the finest and most prosperous cities in the Dominion. The whole character of the city has been changed by the influence of the C. P. R. hotel there. Tourists and visitors are attracted from all portions of the globe, and the fine service furnished, coupled with the historic interest in the environment has caused the fame of Quebec to be known everywhere. The car service is as good as any city in the Dominion, and the streets are beautifully paved and clean. Not only the C. P. R., but every other hotel in the city is crowded and business is in the very best shape."

President G. Carter, of the Chamber of Commerce, would hold up both hands in favor of the hotel. From a business standpoint, it was one of the best propositions ever presented to the city. There should not be a dissenting voice, and it was an opportunity for the city and the C. P. R. to bury the hatchet and work together for the benefit of each other.

BEFORE BOARD OF TRADE.

At a meeting of the council of the Board of Trade held yesterday morning, the hotel committee presented its report as follows:

To the President and Council, Victoria, British Columbia, Board of Trade.

Gentlemen,—Your committee appointed to interest the Canadian Pacific Railway Company in the construction of a tourist hotel in Victoria, having reported to you verbally from time to time, now beg to submit their first written report:

We were appointed on December 3rd, 1901 and at once communicated with Sir Thomas Shaughnessy, enclosing a clipping from an Eastern paper, which stated that the C. P. R. Company contemplated the construction of a tourist hotel in this city at an early date. Sir Thomas replied "that he did not know where the rumor started, as the company never had the project in contemplation."

The committee then thought it better to allow the matter to rest until Sir Thomas would visit Victoria on his annual trip of inspection. He arrived here in August, 1902, when the committee, accompanied by the Mayor, Mr. Hayward, waited on him, and pointed out the advantages which Victoria offered for a first class tourist hotel under the management of the C. P. R. At first Sir Thomas appeared to be averse to the proposal, but before leaving stated that he was impressed by the arguments advanced and would lay the matter before his Board.

Shortly after this Mr. McNicholl, first vice-president of the railway company, and Mr. Marpole, general superintendent, visited the city. Your committee arranged for an interview with them and invited members of the City Council, and the executive of the Tourist Association to accompany them. After a long and what at the time was considered a satisfactory interview, we took Mr. McNicholl and Mr. Marpole to the Douglas Gardens to show them the special advantages that that site offered for a tourist hotel. Both gentlemen appeared to be favorably impressed, and Mr. McNicholl promised to take the matter up again with the president on his return to Montreal. In the meantime we secured an option on the Douglas Gardens and submitted it to Mr. McNicholl, who replied that the company had decided not to build.

Mr. Rattenbury then took the matter up with Sir William Van Horne, who appeared to take an interest in the hotel proposition, and asked him, Mr. Rattenbury, to send him a plan of the proposed hotel on the Douglas Gardens, which he did. But there it ended.

In December last we invited the Mayor and Council and Tourist Association to appoint committees to assist us in drafting definite proposals that would be likely to meet with the approval of the ratepayers, and which could be submitted to the railway company. The following are the proposals by the joint committees and sent through the City Council, but were not entertained:

1. That in the event of the Canadian Pacific Railway Company agreeing to build a tourist hotel in this city, on the site of the Douglas Gardens, they (the Council) place before the ratepayers a by-law exempting the company from taxation, and giving them free water, for a term of twenty-five years from the date of opening the hotel; and, that the citizens lay out the James Bay flats as pleasure grounds, gardens, etc.

2. That should the Canadain Pacific railway prefer to erect a tourist hotel, of suitable dimensions on the James Bay embankment the by-law authorize the gift of the land necessary for that purpose to the company, free of cost.

3. That should the Canadian Pacific Railway Company prefer to purchase and operate the Driard House and enlarge and complete same to dimensions originally contemplated, the by-law to stipulate an exemption from taxation and free water for a term of twenty-five years from date of completion of the hotel.

No further action was taken until we heard that Sir Thomas Shaughnessy was on his way to Victoria, when your secretary called a meeting of the joint committee before mentioned for Monday last, when a sub-committee was appointed to wait upon Sir Thomas, and it affords your committee much gratification in reporting that on behalf of the railway company he has made a definite proposal to proceed with the early construction of a tourist hotel on the James Bay embankment to cost not less than $300,000.

For further particulars we would refer you to the annexed report, which was presented by the sub-committee to the joint committees at a meeting held yesterday.

All of which is respectfully submitted,

J. A. MARA,
Chairman.

The report was adopted and the following resolution then carried unanimously:

"That this board heartily approves the proposal for the construction of a tourist hotel by the Canadian Pacific Railway Company on the James Bay embankment and pledges its hearty co-operation in securing the early consummation of the scheme on the lines embodied in the report of the committee, and that the special committee be requested to use their efforts to that end."

Note.—The above was to have appeared in yesterday morning's issue, but through an error the engraving was not delivered until 9 a.m. yesterday, although it was ready at 11 p.m. the night before. In expectation of receiving the cut at any moment, the forms were held until 1 a.m., at which hour it was too late to re-arrange the matter leaving out the cut, hence the whole article was held over until this morning.

The Estate of Thomas Earle

The Accountants' Report Printed And Forwarded to Creditors.

Meeting of the Latter in Victoria on June 9th Next.

A meeting of the creditors of the Thomas Earle estate will be held in the Board of Trade rooms on Tuesday, June 9th, at 10 a. m., when statements of the assignee and of the accountants engaged to make up the accounts will be submitted.

The auditing was done by Messrs. Clarkson, Cross & Helliwell, of Vancouver, and their report which has been printed, is dated May 8th, 1903.

The accountants report having had to reconstruct the accounts for the period of nearly eleven years from January 1, 1891, the date of the last trial balance product, and this task of revising and connecting the incomplete records of the earlier years and of creating new ledgers for the later years has been most laborious. Owing to the lack of details in many cases and other difficulties attending such a work, the record as at present compiled is by no means as complete or satisfactory as if the accounts had been written up in the ordinary way at the time the transactions took place. In view of the number of enterprises concerned, such as the Cariboo Fishing & Trading Co., the Quadra Packing Co. (subsequently the Icy Straits Packing Co.,) the Pioneer Coffee and Spice Mills, etc., it will be understood that it has been most difficult to trace the history of many transactions. The analysis of profit and loss account, presented shows that heavy losses were made in the grocery business each year of the period, and although it has not been possible to furnish such details with regard to the fishing and canning operations of each year, the final results as evidenced by accounts at this date show that losses were also sustained by these concerns. Considering the manner in which the entire business was conducted, it is not surprising to find that losses were large and continuous. The capital (or surplus) at December 31, 1890, is shown by Earle's ledgers at $424,934.76; the present deficiency is taken to be $341,774.62. In the statement of 1890 no provision was made for losses then accruing, and we think that if this had been done, the surplus would have been reduced to say $175,000 or $200,000; assuming such to be the case, the losses strictly belonging to the eleven years period would amount to over half a million dollars. The small gross profits as shown by the trading account analysis indicate that goods were sold on an extremely small margin over cost, and that sales were made which were not recorded; the losses on trading account, 1895 and 1896 may to some extent be caused by errors in stock-taking or charges to merchandise account, which should properly have fallen in other years, reducing other gross profits. For the whole period, from January, 1891, to November, 1901, the average gross trading profit appears as less than three per cent upon the merchandise turnover, while upon the same basis for comparison, the losses on bad debts appear as eighteen per cent, and the discount and interest as seven per cent.

"It will, of course, be understood, that in the preparation and revision of the vast amount of detail involved in this work, numerous items have appeared which in a matter of smaller volume might receive some comment; in this instance, however, we believe that consideration of the salient facts, together with the outline of the general course of the business, as contained in this report, will suggest the lines of any further investigation which may be deemed advisable. As to the necessity of entering into these details and the value to the estate of the enormous amount of labor and time spent upon the accounts, we might mention that the book debts, which were estimated at the time of the assignment to be forth about $50,000, have up to this time yielded over $116,000, with a probable further collection of $2,000, and also that the claim made by the Icy Straits Co. for $336,000, has been offset by the contra accounts of Thomas Earle, which were built up during our investigation; the time spent on this account alone has been very considerable.

BABY'S HEALTH.

Mothers all over the Dominion will be spared many an anxious hour if they will keep always at hand a box of Baby's Own Tablets and give them to their little ones as occasion may require. These tablets have saved thousands of little baby lives, and grateful mothers everywhere acknowledge the good they have done their little ones. Mrs. E. J. McParland, Wylie, Ont., writes: "I cannot praise Baby's Own Tablets enough. When I got them my baby girl was very bad with whooping cough, and cutting her teeth besides. With both these troubles at the same time she was in a bad way, and slept but little, either day or night. After the second dose of the Tablets I found there was already a change for the better. She slept well through the day and nearly all night, and this was a great relief, as I was nearly worn out losing so much rest at night. She cried almost incessantly before I began giving her the Tablets, but in a short time the cough ceased, she cut her six teeth, grew more cheerful, and began to gain wonderfully. In fact, I believe I owe her life to Baby's Own Tablets, as I do not think she would have pulled through had it not been for them. I can recommend the Tablets to any mother who has a cross, fretful, sickly child."

These Tablets will cure all the minor ailments of little ones; they are guaranteed to contain no opiate, and can be given with advantage to the youngest and most delicate child. Sold by all druggists, or sent by mail at 25c. a box, by writing to the Dr. Williams Medicine Co., Brockville, Ont.

The sails for the America Cup defender are being made in England by a celebrated sailmaker named Ratsey. The only comment we can think of adequate to the feelings of the spread-eagle American press would be "Oh! Ratsey!"

MARINE NEWS.

(From Thursday's Daily.)

The steamer Keemun of the China Mutual line, reached port yesterday after an uneventful passage from Liverpool, via Suez, Colombo and the Orient, having sailed from Yokohama on the last leg of her long voyage around the world on May 6th. The passage to Victoria, made at an average speed of 11.9 knots, was uneventful, moderate weather being experienced for the greater part of the voyage. For two days from 51 north and 147 west, a strong breeze with a very high following sea, was experienced, and thence to port fresh winds were encountered. Two days out from Yokohama the steamer sighted the whaling bark Wanderer, of New Bedford, Mass., in 39 north, and 148 west. No signals were exchanged, but from the wholesale numbers of birds seen in the vessel's train, it seemed that she had made a catch, and the trying out had not been long over when she was sighted. On Sunday the steamer Oanfa, a sister vessel of the big China Mutual liner, was seen outbound from Tacoma for Liverpool.

The Keemun brings a cargo of about 7,000 tons of general freight, of which 2,500 tons are for Victoria, Esquimalt and Vancouver. There was in the neighborhood of 3,000 tons of steel rails, mostly for the C. P. R., considerable cannery supplies, and general cargo. A scow was towed around to the Ocean docks last night, which will receive 10 tons of naval stores to be discharged at the wharf for Esquimalt. For Victoria, merchants the steamer has consignments totalling four hundred tons. She will remain at the Ocean docks discharging cargo for several days.

A cablegram from Yokohama announces the arrival there on Sunday of the steamer Shinano Maru of the N. Y. K. line, from this port. The Riojun Maru sailed from Yokohama for this port on Tuesday and is due on June 2nd. The steamer Tartar left Yokohama on Saturday last, and is due here on the 29th.

THE LOST VICTORIA.

Her Ship's Company Suffered Privations on Rocks Before Rescued.

The captain and crew of the British steamer Victoria, which was wrecked on the China coast on April 9th, suffered intensely before they were rescued by the Chinese Hai Yung. For three days the men clung to the precipitous rocks which form the Little Bamboo island, suffering from hunger and thirst and exposed to the fury of the elements. When finally rescued all the men were in an exhausted condition.

The first details of the wreck of the steamer were received here yesterday in a letter written by Dr. C. A. Neill, the surgeon of the steamer. According to the doctor's letter the steamer is a total loss and cannot be saved. The Victoria is owned by Sprague & Hoyt of San Francisco, and left Port Gamble with a cargo of lumber for Taku. She was formely a collier running from Ladysmith. The steamer struck the rocks on Little Bamboo island, forty-five miles from Chee Foo, during a thick fog. She was running at half speed and passed Big Bamboo island in safety when the fog set in, and before Captain Casey was aware of his position the steamer was on the rocks. She filled rapidly, and though the engines were backed at full speed, she refused to budge from the rocks. The Victoria keeled over to the starboard side, and fearing that the vessel would sink the captain ordered the boats lowered and all hands deserted the steamer. With difficulty the men succeeded in reaching the rocks, and for three days remained there while the storm raged around them, threatening every instant to pound the steamer to pieces.

The first mate, Capt. Ferris of Victoria, and two sailors, volunteered to bring help, and during a storm departed for Chee Foo in a small boat. They reached the port in safety and the Chinese cruiser Hai Yung went to the assistance of the shipwrecked mariners. The cruiser is standing guard to prevent the Chinese natives from looting the steamer. The lumber cargo was thrown overboard in an effort to float the steamer.

A diver who examined the hull reported that the bottom was full of holes, having pounded on the jagged rocks.

LYDERHORN AN OVERDUE.

Well Known Bark is Reinsured on Overdue Market at Eight Per Cent.

The British bark Lyderhorn, which sailed from Ballard 128 days ago for Delagoa Bay with lumber, has been placed on the over due market, and reinsurance on the vessel is quoted at eight per cent. Some months ago wreckage was found on the British Columbia coast, and small lumber similar to that loaded on the well-known British bark, was seen floating southwest of Cape Flattery by various inbound vessels, and as a result of this fact and that of the vessel making a long passage the Lyderhorn is causing anxiety to the underwriters. When the stern of a ship's boat was reported to have come ashore on the Vancouver Island coast in March last, with the word Liverpool on it, and confidently finds of new lumber were reported, there was some alarm for the several Liverpool ships that had sailed from B. C. and Puget Sound during the winter, and when the Invermark and Rahane came into port soon afterwards and reported that they had passed through quantities of drifting lumber, mostly small stuff, there was much comment amongst shipping men regarding the safety of the several vessels, one of which was the Lyderhorn. There was also anxiety at the same time for the Aconia and Bruhloch. As the days went by and the Lyderhorn did not reach her destination, this anxiety increased with the result that she has now been posted as overdue.

A number of other overdues were quoted yesterday, amongst them being the German bark Edith, now 122 days out from Ludlow for Port Pirie. She is quoted at eight per cent. She was overdue on her voyage from Hongay to this port last year, being quoted at 40 per cent on her arrival.

SAILERS ARRIVE.

Fleet of Windjammers in Royal Roads From Deep Sea.

Several sailing vessels reached port yesterday from the deep sea. The British bark Curzon from Iquique tied up at the Ocean docks to discharge nitrate from the South American mines for the Victoria Chemical Works, and the bark Trongate, which came from Honolulu in ballast, anchored in the Royal Roads. The Trongate had an uneventful passage of 25 days from the islands. The British ship Celtic Race arrived last night from Gallao in ballast. She was sighted southwest of the Cape by the coal-laden Mylomene, now discharging at Esquimalt. The Celtic Race comes in ballast, seeking. The German ship Ariadne is on berth at Santa Rosalia for this port, and the schooner W. H. Talbot is loading at Hakodate for Victoria. There is a fleet of four loaded ships about due. The Lauriorna, bringing general cargo from Glasgow, is now out 142 days, and the French ship Alice, with rails for the C. P. R. from Antwerp, is out the same length of time. The Maelgwyn is out 133 and the Astoria 136 days from Rotterdam with rails for the C. P. R. The British ship Vincent, which sailed from Rotterdam on November 30th, with rails, and put into Montevideo for repairs, sailed again on March 22nd, after a delay of 45 days.

TO MAKE TRADE.

J. J. Hill Says Great Northern Will Develop Orient Trade Without Profit.

In an interview, J. J. Hill, of the Great Northern, says:

We do not care to make any money out of the Oriental trade we are spending millions to establish in this territory in competition with other lines of railroads. It is but incidental. What we want is enough Eastern and Southern products coming to the North Pacific coast and to Seattle, at a fair rate, to furnish us with loaded hauls to this city and give us a supply of cars here which will enable us to put in a rate to the Eastern markets for every product of Puget Sound and the Northwest that will build up the agricultural districts and encourage manufacturing.

"The Minnesota will leave the Atlantic coast on her journey to Puget Sound about October 1. I have been informed. Just how long it will take her to make the trip I cannot say. I will have to refer you to Mr. Farrell, who knows all these details better than anyone else. The other boat will be launched soon and will be rushed to Seattle to engage in the same trade with the Minnesota.

"We have no fear about getting freight enough to fill the capacity of these boats. We are going to introduce rates across the continent that will accomplish this. In doing so we will not expect to make any great amount of money out of the Oriental business. We realize that this cannot be done. But we will have cars here that have not been hauled over the mountains empty, to load with the products of Puget Sound and the Northwest, and with these we will be in a position to lower the rates on Northwestern products to all parts of the East, which will mean the building up of every farm and industrial enterprise within the territory we cover.

"Last year we handled to Seattle for shipment to the far East about 75 per cent of the cotton product of the South. When we have our boats in operation this will be increased, and the same will be the case with many other manufactured and raw products of different parts of the United States. We are going to bring them to Puget Sound, and will make the rates to do it. The Oriental business is only incidental, but will be the means of building up the business along the lines of the Great Northern, Northern Pacific and Burlington. It is this traffic that will pay us our revenue.

BLAMED BRITISHER.

U. S. Inspectors Placed Blame on Robert Adamson for Collision.

Capt. William J. Bryant and C. C. Cherry rendered their decision at Seattle yesterday regarding the collision between the American steamship Queen and the British steamship Robert Adamson. The decision completely exonerates Capt. N. E. Cousins, Pilot Herbert Foote Beecher and all other officers of the Queen from any blame. No direct criticism of a harsh nature is made of the executive officers of the Adamson, that vessel is blamed. Final adjudication of the matter will no doubt be fought out in the federal courts where each vessel is now suing the other for heavy damages. The collision, the details of which have been told, occurred May 3, at 6:10 a. m.

(From Friday's Daily.)

The schooner Jessie, which was purchased through J. H. Greer of this city by Mr. J. H. Wilson, of Wilson Bros., and Capt. Byers for the sealing industry, was hauled out on Turpel's Ways yesterday to be overhauled and made ready to go to Behring Sea when the fleet goes North. The Jessie when seen in the Indian is a very picturesque vessel. Built by Turner, the yacht builder of San Francisco for the McDonough Bros., of that city, she cost $30,000, and her cabin fittings, plate glasses and walnut-finish fixtures cost another $20,000. These have long since been taken out of the vessel, as well as the 35 horse power auxiliary engine, which she carried before she was taken to the Columbia river by Capt. Carruthers for use as a pilot boat. The frames and knees of the schooner, which are as staunch as ever, are of Tamana wood, her decks are of California white wood, and her planking is of the best of fir, in fact, no expense was spared by the millionaires for whom she was built as a yacht in making the schooner one of the best of her class on the Coast. She has a novel keel in one piece of cast iron running from the bow to stern, making both stem and stern post. This is filled with lead. The schooner had been lying idle at Ballard and the Victorians who purchased her secured at what is considered a low price, for such a craft. She is being made ready for sealing, and will go to the Behring Sea in command of Capt. Byers, who has been sealing on different schooners of the Victoria Sealing Company for years.

The three masted schooner which Capt. Jacobsen is completing from the hull of the old C. P. N. steamer Rainbow, is nearing completion, and it is expected to be ready to leave for Behring Sea with the fleet.

THE DE COUDIC.

Large Bark Found an Abandoned Wreck in the Marshall Group.

New light is thrown on the fate of the French bark De Coudic, which left San Francisco last December for Sydney and never reached her destination, by a report just received from Sydney, Australia, as the French barque has arrived at the Australian port from the Southern Pacific islands, with the report that the abandoned wreck of a large bark has been found on a reef in the vicinity of the Marshall islands. It is surmised that this vessel is the lost French barque. She was posted as missing at Lloyds some time ago. What has become of the crew of the lost vessel, which carried a cargo of grain, is unknown, but from the fact that nothing has been ever heard of them, it is reasoned that all have been lost. There is though a small gleam of hope that they may have reached some of the islands of the Marshall group, but the hope is faint.

The wreck of the British ship Manchester was found similarly to this vessel some years ago, lying on an abandoned reef in the Southern Pacific ocean. The Manchester, which was bound from New York to Yokohama with case oil, had been long since given up as lost when a schooner that had been trading among the islands arrived at one of the Australian ports with the news of having discovered the wreckage of a vessel of the description of the Manchester on a small uninhabited island in the Southern Pacific group, and with the wreckage was found some cases of kerosene, which lead to the belief that the lost oil-carrier had broken up on the unvisited shore. Some traces of survivors were found in the sand ashore, but nothing was ever heard regarding their fate.

A French warship has been despatched from Noumea to investigate the wreck found in the Marshall group.

MORE OVERDUES.

A Fleet of Six Vessels Placed on the Overdue Market.

News was given yesterday that the British bark Lyderhorn had been placed on the overdue market reinsured at eight per cent, and the German bark Edith at 15 per cent. Other ships that are anxiously looked for are the British bark Ednyfed, 92 days from Newcastle, Australia, for Salavarry; the French brigantine Boieldieu, 155 days from New York for Hongkong; the British ship Samaritan, 120 days from Tampa, for Yokohama; the Norwegian bark Spes, 128 days from London, for Fremantle, and the German ship C. H. Wetjen, 202 days from New York for Yokohama. The C. H. Wetjen is offered for reinsurance at 35 per cent., the Spes at 15 and the rest at 10.

TEES FOR THE NORTH.

Left Last Night With Cargo For Canneries.

Steamer Tees, Capt. Hughes, sailed for Naas and way ports last night carrying a good complement of freight, and with every berth taken by passengers. At Vancouver the steamer will load a large amount of freight, being practically full when she leaves there. This season the greater part of the cannery freight is being taken from Vancouver, the British Columbia canneries taking the most of their supplies from the Mainland. At Vancouver the Tees will load three retorts, some live stock for Morrow, the butcher at Port Essington, and ten horses for the mines at Surf inlet on Princess Royal Island. Included in the freight of the steamer is also a large amount of tin plate, salt, and other cannery supplies.

The steamer took as passengers from Victoria the following: E. Covert, G. Robinson, W. G. Read, Rev. G. Edgar, Mrs. Cadwallader, Mrs. Cook and daughter, Rev. A. J. Hall and wife, E. Pierce and wife, Rev. G H. Raley and wife, Rev. J. C. Spencer, J. L. Steele, R. A. Scholes, D. Jennings, B. C. Freeman, W. H. Pierce, D. J. Munn, E. Dodge, W. Thomas, F. Stephens.

The British ship Celtic Race went on up to the Sound, instead of anchoring in the Royal Roads as was expected.

(From Saturday's Daily.)

Steamer Princess May, of the C. P. R. Company, Capt. Gosse, reached port yesterday morning from Lynn canal. She brought seven passengers, four of whom debarked at Victoria, the others going ashore at Vancouver. Among the passengers was Gold Commissioner Fraser from Atlin. Of the passengers on the steamer none were from Dawson, two being from Skagway and five from Ketchikan. N. S. Clarke, the mining man connected with the Yreka mine, was among the passengers from Ketchikan, he having been on a visit to mines on Princess Royal Island, where he secured some samples of ore, and it is said that he has been arranging for regular shipments of ore from the Northern mine to the Crofton smelter.

The steamer reports that when she was at Skagway, two steamers, the Sybil and Dawson were launched by the White Pass & Yukon Company at White Horse, and last Monday two river steamers left Hootalinqua for Dawson. Dr. Scharischmidt, who gave the news of the departure of the vessels from Hootalinqua, said that navigation was expected to commence right through on the upper river by the time the Princess May returned to Skagway. The steamer Thistle was the first boat to leave Dawson. There was still some ice at Lake LeBarge when the steamer left Skagway, but it was being honeycombed and softening and was expected to clear at any time.

The Princess May left again for the North last night, and although she carried a small complement of passengers, the steamer took a larger amount of freight than she has taken from Victoria for some time—shipments being increased on account of the prospective opening of navigation. Amongst the consignments sent North last night on the steamer was one of 200 tons of general freight and supplies for Dawson, shipped by Wilson Bros., and the Hudson's Bay Company shipped 50 tons of general supplies to be landed at Wrangel for shipment by the steamers which have gone to the Stikine from the Skeena, to Telegraph Creek, whence the goods will be packed into the various Hudson's Bay posts in the interior. There were also a number of other shipments of from 20 to 50 tons of groceries and supplies shipped North by local wholesalers, and a large amount will be loaded today at Vancouver.

The steamer Amur is being made ready to sail for Skagway, and when she leaves port on Tuesday next for Lynn canal it is expected that she will have a full cargo. Already a large amount of space on the steamer has been secured by local shippers. A shipment of lumber for Telegraph Creek will be taken North on the Amur.

NELL RETURNS.

Steamer Nell is back from the Skeena and Northern ports, bringing among her passengers several miners from the Skeena and Queen Charlotte islands. William Hagan and McDonald, two miners who came from the Skeena having been prospecting the district at the head of the Kispyox, a tributary of the Skeena. They made a number of locations of coal in the vicinity of the Kispyox, and brought samples of petroleum which gushed from the earth in that district, and which they believe could be developed into paying gushers. H. Ewling, who came from Tar Island in the Queen Charlotte group. He brought samples of asphaltum, oil and ore-carrying gold and copper discovered by him while prospecting on Tar Island, and he has gone to Seattle to exhibit his samples. He brought a gallon of oil secured from a gusher in the vicinity of the spring on Tar Island. Messrs. McDonald and Hagan were passengers down the Sweena on the river steamer Hazleton, which brought a full complement of Indians from the Skeena river villages for the fishing. The Skeena was rising rapidly, and the Hazleton, together with the Mount Royal were going to the Stikine to ply on that river.

HAPPILY WEDDED.

Lieutenant Thorpe-Doubble and Miss Blanche Foster United Yesterday.

(From Sunday's Daily.)

Yesterday one of the most beautiful and charming among native daughters was led to the altar when Lieut. Thos. T. Thorpe-Doubble, eldest surviving son of the late A. Doubble, Esq., of Kensington, and of Mrs. Doubble, East Molesby, was united to Blanche Bretingham, younger daughter of F. W. Foster, Esq., J. P., of Clinton, and latterly a resident of this city. The ceremony was performed at Christ Church cathedral, Rev. Canon Beanlands officiating. The wedding was private, no one being present but the immediate relatives of the contracting parties. Miss Ella Foster was bridesmaid and Lieut. Thorpe-Doubble was supported by Mr. Murray of H. M. S. Amphion, both officers being in full dress uniform. The bride looked very beautiful in white Liberty satin, trimmed with Honiton lace, the gift of Mr. and Mrs. Langworthy, and her hair was adorned with real orange blossoms. The popularity of the newly-wedded couple was attested by the numerous beautiful presents, prominent among which were those given by H. M. S. Amphion, including a handsome silver soup tureen and entree dishes from the officers; a beautiful loving cup from the marine detachment, and a silver fruit bowl from the ward room domestics. A reception after the ceremony was held at Exmont, the residence of Mr. Foster, which was artistically decorated for the occasion. Many friends were present to extend heartiest congratulations. Mr. and Mrs. Thorpe-Doubble drove away in a shower of blossoms and golden sunshine, followed by the best wishes of all.

POOR DIGESTION

RENDERS THE LIFE OF THE DYSPEPTIC MISERABLE.

Food Becomes Distasteful and a Feeling of Weariness, Pain and Depression Ensues.

From Le Sorelois, Sorel, Que.

Of the diseases afflicting mankind, dyspepsia is one of the worst to endure. Its victims find life almost a burden. Food becomes distasteful; they suffer from severe pains in the stomach; sometimes excessive heart palpitation, and a general feeling of weakness and depression. Though this disease is one of the most distressing, it is one which, if the proper remedy is employed, can be readily cured. Thousands throughout this country bear testimony to the efficacy of Dr. Williams' Pink Pills as a never-failing cure. Among them is Mrs. Adolphe A. Latrousse, a well-known and highly esteemed lady residing at Sorel, Que. She says: For two years I was a constant sufferer from bad digestion and its accompanying symptoms. Food became distasteful and I grew very weak. I suffered much from pains in the stomach and head. I could not obtain restful sleep, and became unfit for all housework. I tried several medicines without finding the least relief, and I continually grew worse until in the end I would vomit everything I ate. I had almost given up hope of ever being well again, when one day I read of a case similar to mine cured through the use of Dr. Williams' Pink Pills. I determined to give these pills a trial, and am happy to-day that I did so, as by the time I had taken eight or nine boxes my strength had returned, the pains which had so long racked me disappeared, my stomach would digest food properly, and I had fully regained my old-time health, and have not since had any return of the trouble."

Dr. Williams' Pink Pills are a purely tonic medicine, and, unlike all purgatives, do not weaken the system, but give life and energy with every dose. They are a certain cure for anaemia, dizziness, heart troubles, rheumatism, sciatica, indigestion, partial paralysis, St. Vitus' dance, and the functional ailments that make the lives of so many women an almost constant source of misery. Sold by all dealers in medicine, or sent postpaid at 50 cents a box or six boxes for $2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

LOCAL NEWS.

(From Friday's Daily.)

New Boilers.—Four new boilers built by the Victoria Machinery Depot for the Victoria Lumber Company at Chemainus, have arrived at the mills, and the plant will be shut down in a day or two to have the new boilers installed.

Funeral Yesterday.—The funeral of the late Alexander Baillie took place yesterday afternoon from the parlors of W. J. Hanna. The Rev. W. Leslie Clay conducted the services at the parlors and graveside. Beautiful flowers were presented, and the following gentlemen acted as pallbearers: Messrs. John Ross, John Richmond, T. Moffatt and A. Stewart.

Contract Awarded.—Messrs. Elford & Smith have been awarded the contract for the erection of the Rostein block on the property on Government street opposite the post office, the contract being duly signed yesterday afternoon. Work will be commenced on Tuesday next, Monday being a holiday. The proposed building will cost in the neighborhood of $13,000. Messrs. Hooper & Watkins are the architects.

Salt Spring Creamery.—Those who have been working in an endeavor to arrange for the establishment of a co-operative creamery on Salt Spring Island have been successful in their efforts. It is proposed to go on at once with the building at Ganges Harbor, and get the creamery running as soon as possible. The following is a list of officers: President, H. W. Bullock; vice-president, G. Scott; directors, S. T. Conery, W. E. Scott, Edward Walters, treasurer; E. Lee, J. R. P. Legh, J. Horre! J. Harrison, secretary, H. O. Allen.

'Britain of the Pacific."—The agent-general for British Columbia, the Hon. J. H. Turner, gave an illustrated lecture on Wednesday, the 22nd ult., at Leigh, Lancashire, in which he referred to the great resources and the many attractions of his province, to which he gives the above title, says the B. C. Review (London). This lecture, at which the Mayor presided, was very largely attended, and many complimentary remarks thereon appeared in the local press. On the same evening Mr. Turner spoke at the fifth annual dinner of the Leigh and District Master Builders' Association.

Disastrous Fire.—The residence of B. J. Perry, Victoria West, was destroyed by fire yesterday morning, and a cottage owned by H. E. Levy, and occupied by Mrs. Crocker, badly damaged. The place, which is thought to have originated by a spark lighting on the roof, started at 11 o'clock, and the firemen, who were quickly on the scene, were hampered by a shortage of water—it being necessary to lay hose to Springfield avenue and Fairall's brewery, a very long distance. Mrs. Crocker succeeded, with the help of friends, in saving almost the entire contents, but Mr. Perry was less fortunate, and he will suffer a considerable loss—probably $3,000, partly covered by insurance.

Echo of an "Agitation."—Some inquiry has been made during the past few days as to what disposition has been made of the appropriation of $250 by the city to the special committee which several weeks ago had in hand the task of obtaining data relative to the construction of the proposed railway to the north end of the Island. It appears that the appropriation was made for the purpose of meeting the cost entailed in corresponding with committees throughout the Island. One of the first acts of the committee was to appoint a secretary at a salary of $40 per month. The appointee has not been cancelled, though all work on the project has ceased, the secretary having only been called upon to assist in drawing up one report.

(From Saturday's Daily.)

Fish & Game Society.—The sum of $200 has been subscribed to the funds of the Fish & Game Protective Society. A meeting of the society will be held next Wednesday evening at the Tourist Association rooms.

The Fire Loss.—The loss by the fire in the Perry residence and the premises adjoining on Thursday will total about $2,500. Mr. Perry's house was insured for $1,000 and the furniture for $1,500. A quantity of the furniture was saved.

Quiet at Cumberland.—Superintendent Hussey of the provincial police department reports everything quiet and orderly at Cumberland. Considering the fact that a strike is in progress he speaks well for the law-abiding disposition of the miners and citizens generally.

Farthest North.—The rapidity with which the uttermost ends of the earth are being drawn together by means of the spread of methods of scientific communication is shown by the announcement that a telegraph station has been established called Koynkuk, at the junction of the river of the same name with the Yukon river in Alaska.

Miner in Trouble.—Samuel Mottishaw, of the Ladysmith branch of the Western Federation of Miners, has been charged with using abusive and threatening language, and the case is to come up for hearing at Ladysmith on Tuesday next. The information is laid at the instance of W. Smith, H. Carroll and Moses Woodburn, three miners who gave evidence before the Royal commission. It is alleged that Mottishaw used the language complained of to them.

Won the Prize.—A large number of prize advertisements were received by the E. & N. railway in connection with their advertising competition, and considerable difficulty was experienced in selecting the winning one. Mr. T. S. Mills, of Messrs. Swinerton & Oddy, has been awarded the season ticket, his advertisement having been declared the best by the judge, after submitting several to members of the Colonist and Times reportorial staffs and the secretary of the Tourist Association for their opinion. The winning advertisement will appear in tomorrow's Colonist.

Northern Prospectors. — Prospectors from different points of the northern part of this province who arrived on the steamer Nell brought samples of petroleum, asphaltum, coal and gold and copper ore. Two of the men came from the Upper Skeena, where along the the Kispy-ox, a tributary of that river which flows from the north and empties into the main stream a short distance above Hazelton. They have been prospecting with pronounced success. Another, named Ewling, came from Tar Island, Queen Charlotte Islands, where he was equally fortunate.

Driving Park Meet.—The first club meet of the Victoria Driving Association takes place on the afternoon of Saturday, June 6. Mr. Fullerton, of Vancouver, who was in the city the other day, pronounced the Victoria race track in as good condition as any on the Coast. The forthcoming meet is only the first of a series of Saturday afternoon matinee meets to be held under the auspices of the club during the summer months. The programme for the first meet has already been arranged for, and will consist of three races as follows: Gentlemen's driving contest, three-year-old colt race, and a half mile and repeat running race. The driving events are expected to be particularly interesting, as they are open only to members of the club, the owners to drive. They will be run off in mile heats, the best three in five winning. Handsome trophies are offered for winning horses. The running race is for a purse stake.

A Promotion.—Notification is given in the current number of the Militia Gazette that Major Arthur Jones has been promoted to the rank of lieutenant-colonel.

West Coast Ore.—Yesterday morning a sample shipment of ore from the West Coast was received by the steamer Venture. The consignment comes from a property owned by N. P. Shaw & Co., and consists of a couple of tons of fine looking ore, which will be given a smelter test. The property is located on Barkley Sound, where a good lead has been discovered which will now be worked. Regular shipments will shortly be made from the mine.

Funeral of James Angus.—The remains of the late James Angus were laid to rest yesterday afternoon. The funeral took place from the family residence, Ellesmere, Belcher street, at 2:30 p. m., where service was conducted by the Rev. W