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payment of money nder or in respect benture stock, con- es, obligations and ny or of any au- pal, local or other- homsoever, whether porated:

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s, securities and on deposit, at in- for safe custody, on the business of :

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and seal of office British Columbia, e thousand eight

WOOTTON, & Stock Companies,

this date I intend Commissioner of icense to prospect described tract of mile to the south he West Coast of and starting from southwest corner, (40) chains north: s east; thence 80 est, to seashore; point.

FRED PETERS.

date I intend to issioner of Lands e to prospect for described tract of one mile to the nt, on the West and, B. C., and ked G. A. S. Potts' unning thence 40 hains east; thence 0 chains, more or thence back to

EWART POTTS.

TRANSVAAL TYRANNY.

Twenty-One Thousand Britishers Appeal to Their Country for Help.

The long-standing trouble between Great Britain and the Transvaal over the treatment of the Uitlanders and other British subjects like the East Indians, by the Transvaal government, has reached a critical stage. A petition signed by 21,000 Uitlanders, praying for the protection of the British government as the suzerain authority, reached the colonial office at London on Friday, May 5, and the British government, after considering it, decided that intervention could no longer be avoided unless the Transvaal government consented to secure amelioration of the condition of the Uitlanders.

President Kruger, who had declined to visit England, or even to receive Sir Alfred Milner, the British high commissioner of South Africa, to negotiate in regard to the subject, but simply denied the right of the British government to interfere in the domestic affairs of the Transvaal, was, on the reception of this petition, communicated with.

It is understood that on being informed of the decision of the British government, President Kruger consented to receive Sir Alfred Milner and talk over the situation with him.

The London Times gives a summary of the petition. It says:

The petition signed by 21,000 Uitlanders of British descent or nationality is in the hands of the colonial office, and the Imperial authorities at the Cape have satisfied themselves that everything regarding the petition is in order. There seems to be no question as to the authenticity of every signature. In an earlier form the petition was temporarily rejected on a technical ground by the acting agent at Pretoria; the petition now laid before Mr. Chamberlain is complete. That the high commissioner, Sir Alfred Milner, has transmitted this document to the secretary of state may be taken to prove, further, that he is in sympathy with its contents to the degree of believing that the complaints which it embodies are reasonable and well-founded.

The question now is as to how they may be brought to an end, and the action to be taken by Her Majesty's ministers. Meanwhile as to the grievances:

The London convention with the Transvaal was made in 1884. Aliens had the right, in 1884, to enter and leave the Transvaal; they might carry on their business and acquire property; they were taxed equally with the Boer; they might take the franchise after two years' residence in the country. This was the constitution contemplated in 1884 by those who drew up the Convention of London. The Transvaal would have remained as it was before 1884 had it been foreseen how the constitution was to be altered, and how British residents would be treated in the Transvaal to-day.

What is that treatment?

(1) They have no vote in the levying of taxes.

(2) No voice in the payment of officials.

(3) No control of the education of the country.

(4) No power in the municipal government of their own town, Johannesburg.

(5) Their newspapers are gagged. If an editor offends Mr. Kruger he may be sent to prison, or sent to live at Pietpotsgeitersrust to die of fever, or sent out of the country altogether.

(6) They are not permitted to hold public meetings.

(7) The period when they can acquire rights of citizenship has been extended from two years to twelve years, after they have taken the oath renouncing British allegiance; and this only by the vote of three-quarters of the burghers in each man's individual district.

(8) The juries by whom they are tried are not their peers, but burghers, their political masters.

(9) They pay almost the entire taxation of the country.

(10) Their interests in the country are burdened by monopolies. Of such—to take one instance, comparatively trivial—is the aerated water concession. To protect the monopolists to whom this was granted, a tax of 3d. a bottle is placed on all other water.

(11) Their children born in the republic have been deprived of the birthright of citizenship.

(12) There is a law which would deprive them even of the right to complain.

(13) The president of the republic may expel from the country any member of the community whom he may wish to get rid of. This without trial.

(14) Doles, loans—given as if personally from the president—are made indiscriminately to the burghers.

(15) The principle has been established that the government should take up bonds on farms so as to prevent the land from passing into the hands of Uitlanders.

Who can suppose that if such modifications of the constitution had been foreshadowed the convention of London would have been signed?

The grievances, as we know, produced the abortive revolution of 1895, but not until every constitutional appeal had been made for reformation. After the raid and the punishment of those engaged in the revolution, it will be remembered that certain assurances were given by the president, who promised to forget and to forgive all that had happened. People looked forward confidently to reform.

But how have these promises been kept? If we employ once more the simple device of a table we may thus briefly recapitulate the events which have taken place since Mr. Kruger gave his assurances:

(1) The Chief Justice has been dismissed for refusing to accept the subordination of the High Court of Justice to the resolution of the Volksraad, and the direct interference of the government in the administration of justice.

(2) An act has been passed enabling the president to expel any one he may wish.

(3) A law forcing the Englishman to carry passes like the Kaffir was actually passed, and only withdrawn upon the expostulation of the high commissioner.

(4) The press has been gagged.

(5) The right of public meetings is suppressed.

(6) The power of influence the municipal government in Johannesburg has been taken from Englishmen.

(7) Vast sums have been spent upon forts and armaments for the purpose of terrorizing the British population.

(8) Money has been squandered in bonuses and doles to idle burghers.

(9) The report of the industrial commission appointed by the government, consisting of burghers, has been ignored, because it admitted the grievances complained of to be genuine.

(10.) Educational grants have been withheld from the British population.

(11) The police are now drawn from a class hostile to Englishmen. Witness the case of the man Jones, who shot the Englishman Edgar.

(12) In spite of every remonstrance the drink traffic among the Kaffirs remains unchecked. Unless a man knows the Transvaal he may well find the statistics and pictures of the harm wrought in this way incredible. Unhappily, they are authentic.

These, then, are the chief political events in the Transvaal since Mr. Kruger made his promises in 1896. In will be remarked that some of them are of the worst and most conspicuous, even in our first and general list of Uitlanders' grievances. They are a remarkable commentary on the value of Mr. Kruger's later promises of the present year, on which, rather than on an appeal to the suzerain power, Mr. Kruger's allies in the press have been advising the Uitlanders to rely. The President's promises in 1896 were made because he was then under the influence of fear. That pressure once removed, his promises were broken. We have no reason to believe that he will keep his latest promises. Rather, we have every reason to believe the contrary.

Meanwhile the petition is in Mr. Chamberlain's hands, and the question is, How should he be expected to deal with it? Mr. Chamberlain, following the precedent of Lord Carnarvon and Sir Michael Hicks-Beach, had laid down the principal of paramountcy or suzerainty over all South Africa, and his own words are the most hopeful augury that the petition of the Uitlanders will be heard. In his despatch of January 15, 1896, a fortnight after the raid (see blue book C. 7,933) the colonial secretary wrote to Sir Hercules Robinson as follows:

"There can be no settlement until the questions raised by those telegrams are disposed of. The people of Johannesburg laid down their arms in the belief that reasonable concessions would be arranged by your intervention; and until these are granted or are definitely promised to you by the President the root cause of the recent troubles will remain. . . . It will be your duty to use firm language, and to tell the President that neglect to meet the admitted concessions would have a disastrous effect upon the prospects of a lasting and satisfactory settlement."

In the three years which have elapsed since Mr. Chamberlain wrote there have been promises on the part of the Transvaal government. "I confess,' said Mr. Chamberlain last month in the House of Commons, "I confess that so far as I can see, these promises are entirely allusionary." We are thus in precisely the same position, so far as that government and the Imperial government are concerned, as we were in 1896. Unless Mr. Chamberlain sees his way to intervene "the root cause," in his own words, "of the trouble will remain."

It may be suggested that a worse trouble may be substituted in the shape of war. But that is not an obvious consequence of intervention. In May, 1897, we were as near war as we are ever likely to be again with the South African republic; and we were ready. This was over the aliens' exclusion question, when Mr. Conyngham Greene went to Mr. Kruger with an ultimatum in his pocket. The President at first ignored the ultimatum. Mr. Greene remarked that the fleet had gone to Delagoa Bay. In half an hour the President and his government had given way. It is well, of course, to be prepared with force if necessary. But the precedent of the Drifts and of the aliens' exclusion act confirms the belief of those who know South Africa best—that before resolute intervention Mr. Kruger will yield.

Another point is raised in a recent issue of a French journal, La Gazette Coloniale. Says a leading article:

"French capital to the value of something like sixty million pounds is to-day embarked in the gold mines of the Transvaal. We hastened thus to adventure our savings there because we believed that under the London convention we could do so with perfect security. Under that convention, signed by England and the Transvaal, England should be a shelter from every kind of injustice and is bound to defend our interests. But what is the actual state of affairs? The Transvaal government resorts to the most illegal expedients and England does nothing to prevent her. . . . If England is incapable of exercising her suzerainty, let her abandon it. Either she is suzerain or she is not. If she is suzerain, let her prove it in obtaining justice for us there. If she is not, let her abandon pretentions which do but block the way to reform. To hasten one or the other of these solutions, French capitalists have only to make common cause and combine for common action, and they would soon bring to an end the present intolerable state of things—a state of things which not only Mr. Kruger but Mr. Chamberlain also has contributed to create."

Certainly the right of Great Britain to call upon Mr. Kruger to administer the powers given him by the convention is not derived from that instrument, but from the responsibilities of a suzerain power; and, if she does not exercise that power, we cannot wonder if the foreign residents in the Transvaal turn to their own governments for succor. It is plain, at all events, that, if Mr. Chamberlain should decide to enforce his own suggestions of three years ago he will have no lack of support, not only in this country, but on the continent.

WEIRD TALE OF SOUTH SEAS.

Blackbirding, Murder and Cannibalism the Elements of a Fijian Tragedy.

There is just a flavor of poetic justice in a weird tale of blackbirding, shipwreck and cannibalism that comes from Suva, Fiji, by the just-arrived Miowera: it is a tale, too, that shows slavery to be not yet extinct in the islands of the southern seas.

The story is based upon the report of their adventures made to the Fijian superintendent of police by two natives of the Andamo Islands who were cast ashore on April 14 near Taviuna, a copra port on one of the smaller islands of the Fijian group. The men seemed little more than skeletons when this climax to this misfortunes was reached, which fact lends strength to their narrative.

Some time about two months ago, they say, a white man's schooner came to their island home, and cast anchor perhaps half a mile from the village. Two canoes were at once laden with fruit, milk, and other shore delicacies, and the natives went out in them with the intention of trading with the white visitors.

There were twenty in the larger canoe and eleven in the smaller. No sooner had they come alongside than heavy pieces of iron were dropped overboard by the white men, their frail craft being crushed, and the natives swimming for their lives.

At the same time the whites lowered boats, and while some among them shot in front of the swimmers to head them back toward the schooner, the others clubbed the poor natives like seals, as they swam.

Eleven in all were killed in the round-up; the others, maimed and bleeding, were thrown into the hold and battened down under hatches.

It was but a few days before sickness (in the form of measles) broke out in the noisome prison, and seventeen finding themselves alive with three dead men for companions, sought permission to throw the bodies overboard.

This gained, they seized the opportunity, attacked their captors with the strength of madness, and killed all. Then with their savage blood afire, the Polynesians reverted to the cannibalism of their forefathers, and ate the bodies of the whites, not noting in their terrible orgie the coming of a storm in which the schooner was finally dismasted, to drift helplessly for days.

In their extremity, the food supplies being quickly exhausted, the wretches fell to fighting among themselves, the stronger upon the weaker of their tribesmen, until only these two were left, to be cast ashore with the blackbirding schooner on the shores of Taviuna.

The Fijian authorities have sent to take possession of the wreckage in order that the identity of the slaver may be fixed.

KIPLING CRITICISED.

Mr. F. B. Williamson writes to the Toronto Globe of Rudyard Kipling:

"I was much interested in Col. Higginson's view of Kipling, as quoted in your columns last Saturday, and also in the extracts from a journal which upholds Kipling and describes Le Galliene as a 'mountebank.' It appears to me that Kipling is a mountebank also, but in a different manner. The 'Recessional' possesses undisputed power, but to swallow Kipling whole is a difficult matter when we contrast his occasional vulgarity with the uniformly majestic and noble war ballads of Campbell and Tennyson. Of Kipling's peculiar force it may be said that it is virtility gone mad. While posing as the bard of patriotic and Imperialistic sentiments, he would rob them of all dignity and beauty. While there is a good deal of cant in his verses, there is not a grain of national self-respect. At one moment the British race is represented by a barrack-room scapegrace, swaggering and swearing in a factious jargon, while at the next the race is in sackcloth and ashes before the Creator, asking mercy. And yet this is the Kipling who pretends to be the friend of Tommy Atkins, and at the same time represents the most intelligent army in Europe as if it were recruited chiefly from the gutters of Whitechapel and on a level with the degraded "Fuzzy-wuzzy.'"

ARRIVAL OF THE TEES.

Dawson City Fire Story Was Offered for Sale—Downward Passengers.

Steamer Tees, which arrived at Union yesterday morning, reached here at midnight last night, close behind a Pacific Coast liner which passed on to the Sound. When the steamer landed some keen newspaper rivalry was displayed by correspondents for an exclusive story of the burning of Dawson and as high as $500 was bid for the news. In the meanwhile, however, the Colonist had received the story, and while the bearers of the news were calling for tenders the Colonist was printing a summary of the story in its first edition, which at two o'clock was on the way to the Mainland.

The Tees had an uneventful trip down from the North. Her passenger list is as follows: L. S. Humes, Thomas P. Reilly, M. C. Wilson, Baby Ruth, I. French, Neil Duprie, F. C. Beer, S. A. Spencer, F. H. Stirling, D. Graham, E. Burdett, N. Page, M. Begley, G. Benkini, E. Gentili, F. Montrine, S. Peveylio, A. Pevey1io, A. Alsande, G. Fouid, M. Gentili, G. Grolamo, I. Christian, W. F. Hislop, Geo. Pyle, R. Maunsell, Henry Dalby, Luke Greenwald.

ARCHBISHOP CHRISTIE.

Arrangements Being Made for a Reception at Portland.

At Portland on Tuesday last a meeting of the priests of the archdiocese of Oregon was held to take steps to provide for a fitting reception for the new archbishop. Very Rev. Father Blanchet, administrator, took the chair ex-officio, and Rev. J. H. Black was appointed secretary of the meeting. The chairman announced the reception of a letter from Archbishop Christie, in which he expressed his preference for an unostentations reception. A committee of five was appointed to arrange the details of the reception and to co-operate with the laity in furtherance of the desired object. The following priests were selected to form this committee: Very Rev. F. X. Blanchet (chairman), Rev. Fathers Orth, Heinrich, O'Reilly, Chabot and Hughes. The general meeting then adjourned, and the committee sat in special session to make all arrangements necessary to prepare a programme of reception and confer with the laity on the matter.

Archbishop Christie will leave for Portland about June 15.

ICE IS STILL STRONG.

Yukon River is Open, but Lakes Frozen—Telegraph Construction Delayed.

Luke Greenwald of this city returned on the steamer Tees from a trip to White Horse Rapids. He reports that the Yukon river was open from Lake Labarge to Dawson, but the ice on the lakes was still strong, and it will probably be the middle of June before navigation opens. A week ago yesterday teams started from Bennett for Cariboo Crossing with supplies for the Dominion Government Telegraph expedition, but had gone but a few miles when the ice broke and they had to return. This put a stop to heavy hauling on the lake.

The steamer Flora made the trip from White Horse to the Hootalinqua, being the first steamer to make the run.

On the way out, Mr. Mr. Greenwald encountered a severe snow storm on Tagish Lake, but beyond this travelling was good.

An additional mile and a half has been built to Norman Macauley's tramway at White Horse, new wharves have been erected, and everything is in readiness for the summer rush to Dawson.

Advices received by the Victoria-Yukon Trading Company stated that D. Carmody had gone down the river with four barges loaded with supplies.

Colonel Corkright—What do you call that span of mules you traded for the other day, Uncle Slewfoot?

Uncle Slewfoot—Sin and Misery, sah. It's a sin to whip 'em all de time, an' it's a misery to try to drive 'em widout, sah.

"Where's your bottle of cough medicine, Josiah?"

"What do you want with it?"

"Well, you won't take it, and as it cost 65 cents, it shn't be wasted. I'm going to polish the piano with it."—Chicago Record.

Dawson City In Ashes.

Business Centre of the Yukon Capital Laid Waste by Conflagration.

Courier Makes Hazardous Trip Over Broken Trail With News of Misfortune.

The expected has happened. The great fire, so long threatened, has overwhelmed Dawson City, and nothing is left of the centre of the Klondike metropolis save a heap of costly ashes. Fortunately for the inhabitants, the big warehouses of the Alaska Commercial Company and the North American Trading and Transportation Company escaped untouched with all their contents, while one hundred and eleven buildings large and small were consumed ere the fire burned itself out.

By strange coincidence the fire was caused as had been its predecessor that all but obliterated the town, through the upsetting of a lamp by one of the inmates of a notorious sporting house. The loss is estimated at between three and four million dollars—fortunately without fatality.

April 26 was the date of the fire, and early the following morning L. F. Humes, a son of ex-Mayor Humes of Seattle, accompanied by Thomas P. Reilly, the government messenger, and a companion named Tokales, started for the outside, to bring the news to civilization over a trail that the majority asserted meant certain death.

They also carried out the report of the just closed royal commissioin, and after such adventures as few men survice, reached here by the Tees last night, their passage up the trails having been made with Mounted Police relays and the best dogs that the force could put at their disposal. In many places they found open water, and were forced to pick a way for themselves through the wilderness—yet they did it, and made Skagway in eighteen days from the start.

The fire commenced in the very heart of the business section, at the hour of cabin close to the opera house and on the 7:30 p.m., the starting point being a waterfront strip. An abortive attempt was made to extinguish the blaze before an alarm was sounded, and in this way delay was caused that gave the fire such headway that when the brigade did turn out, they found a conflagration beyond their power to subdue.

A strong north wind was blowing, and the fire travelling in sheets and clouds rather than flames soon swept up all buildings in its way along the main thoroughfare down to and including Donohue & Smith's establishment, the razed area including all the waterfront buildings abreast of the same blocks.

Within half an hour from the time it started the fire had crossed the street twice, burned through and spread to Second street—every important building in what was broadly known as the business section being eaten up.

The firemen after their first half hour's work accepted the inevitable—abandoning the endeavor to extinguish the mad torrent of flame, and devoting themselves to the salvation of property in buildings as yet comparatively removed from the sweep of the fire.

Not a single building was left as a landmark from Timmins' Royal cafe to and opposite the Fairview hotel. In this district were all the structures erected in '97 and '98—indeed not a pioneer building is left to the town.

Logs and canvas being the two materials entering most into the construction of the buildings, and being dry as tinder, the small supply of water available, with but one steamer, would have been ridiculously insufficient to accomplish anything in the way of extinguishment.

Indeed, after the fire had obtained the master hand, it was highly dangerous to approach within many yards of the flames, the inevitable whirlwinds occurring at frequent intervals.

When the obliteration of the town appeared ordained the citizens became panic stricken, and even when they could have been of service rushed madly toward the hills back of the town, stopping to stand in petrified terror, gazing idly upon the destruction of their all.

Among the most prominent of the firms burned out were the Bank of British North America, the Canadian Bank of Commerce, McLennan & McFeeley (of Vancouver and Dawson), the Parson's Produce Company of Winnipeg, the Royal Cafe, Donahue & Smith, the Aurora saloon, the Bodega, the Madden House, the Victoria Hotel, the McDonald block and the California Exchange.

There was little if any insurance on any property, and the stocks of the commercial companies will be severely taxed in meeting the demand for necessities, all private stores of food and clothing having been totally destroyed within the radius of the fire.

It will be impossible for any pretentious effort at rebuilding to be made until navigation opens, for at present there are not three thousand feet of rough lumber in the entire district. Materials of all sorts are equally scarce, the hardware stores carrying axes, nails, sashes, doors, glass for windows, etc., having been among the first to fall, and doors being quoted at $35 to $40 each (with $10 extra for locks) in very limited quantity the morning after the fire.

Provisions were not advanced in price, nor clothing, the companies being determined apparently to do all in their power to relieve the general distress.

In their trip out the three couriers were forced to every expedient—walking, running with the dogs, swimming for life on two occasions, and breaking through repeatedly. They passed the river steamer Flora, cutting her way through the ice with her steel prow, at Hootalinqua, and found the telegraph wire to Skagway completed at Cariboo Crossing, 77 miles inland.

From here Hume and Reilly go to Ottawa, their companion having been dropped at Bennett.

ANOTHER ACCOUNT.

A letter which was brought out by the courageous messengers notes that before the ashes of the bank had had time to cool men were working on the spot with rockers, there being a good probability that much of the lost gold will be recovered in this manner.

An extra of the Skagway Alaskan received by the Tees at midnight contains the following brief report, wired from Bennett to Skagway just previous to the sailing of the steamer:

Another disastrous fire has visited Dawson City, this time fairly wiping out the entire business part of the town and creating losses that will aggregate one million dollars—with not a dollar's worth of insurance on any of the great losses.

The news was telegraphed over from Bennett this afternoon by the special correspondent of the Daily Alaskan, who received it from a man named Tokales who had just reached Bennett from a long and perilous trip out from Dawson over broken trails, open rivers and dangerous lakes.

Mr. Tokales reports that the fire occurred on April 21 in the very heart of the business centre of the city, commencing near the opera house, on the water front, and spreading with unusual rapidity, driven by a strong north wind, destroying everything in its way on that street down to and including Donahue & Smith's establishment, and taking in all of the water front buildings abreast of the same blocks. In other words, the fire crossed the street, burned through and spread over to Second street, covering the principal business portion of Dawson, leaving it all in ashes, with the firemen helpless and powerless to do anything.

The fire consumed everything from Timmins' Royal cafe down to and opposite the Fairview hotel.

The fire was the most disastrous that has ever visited Dawson, every building burning like tinder, due to the fact that they have been standing for nearly two years and the logs are as dry as powder. The fire spread with such great rapidity that the citizens appeared panic stricken and unable to save anything in the way of furniture, goods and clothin., so that the losses when footed up promise to be even greater than at first estimated.

Among the most prominent firms burned out were the Royal cafe, Donohue & Smith, McClellan & McFeely, Parsons' Produce Company, Aurora saloon, Bodega saloon, Madden house, Hotel Victoria, McDonald block, Bank of British North America, and scores of smaller firms and business houses.

This fire came at a time when the mills and dealers in building materials had exhausted their winter's supplies and were waiting the opening of navigation to replenish their stocks. The results are that there is a famine in all kinds of building material and furniture, such as sashes, doors, locks, hinges, etc. The few articles still remaining outside of the burned district have quadrupled in prices. Doors are selling for $35 each, door locks $8 each and everything else in proportion.

The town is paralized because nothing can be done until the opening of navigation, which will not be for several weeks. The first boat going down with building material will reap a rich harvest.

PECULIAR AND PERTINENT.

Oatmeal is good for cleansing the teeth. It gives them a fine, glossy appearance, and is sweet to the taste.

There are 256 railway stations within a six-mile radius of St. Paul's cathedral, while within a 12-mile radius there are nearly 400.

It is stated that about one in eighteen of the population of Paris lives on charity with a tendency toward crime.

Mexican school children are allowed to smoke during lesson time provided they have attained a certain standard of excellency.

Experiments to reproduce dead men's features from their skulls are being made in Germany.

INSPECTION RETURNS.

Mainland Battalion Again Leads the Victoria Teams.

The result of the recent inspection of the Fifth Regiment was yesterday published in a battalion order. It shows that the Mainland battalion has secured higher percentages than the Victoria battalion, but this is explained by Lieut.-Col. Gregory, who says: "The officer commanding desires to express his pleasure being able to inform the battalion that the return shows the battalion to have passed the most successful inspection in its history; the improvement shown in gun drill is most marked and satisfactory. The battalion has however paid heavy penalties for being considerably below the authorized strength in officers and gunners, and it is sincerely hoped that before another inspection this cause for regret will be removed."

The following shows the full marks allowed for the several subjects and the totals obtained by each company:

FIRST BATTALION.

	Full No 1	No 2	No 3
Clothing & accoutrem'ts.	10	9.5	8	10
Man'l and firing	20	15	15	19
Company drill	20	16	14	19
Gun drill	80	71	54	70
Inter'r economy	10	8	9	10
Questions to officers	40	28	16	27
Questions to N.C. officers.	48	42	48	48
Deduct for absentees		22	4	..
Total	228	167.5	160	194

SECOND BATTALION.

Clothing & ac'trements	10	10	9.5	9.5
Man'l and firing	20	17	15	14
Company drill	20	18	14	18
Gun drill	80	79	77.5	77.5
Inter'r economy	10	9.5	9	9
Questions to officers	40	40	40	40
Ques. to N. C. officers.	48	47	48	48
Deduct for absentees		...	...	...
Total	228	220	213	214

Commanding officers—First Battalion, No. 1, Major Moore; No. 2, Major Williams; No. 3, Major Hibben. Second Battalion—No. 1, Major Whyte; No. 2, Major Johnson; No. 3, Major Bennett.

Officers absent—First Battalion: No. 1, 1; No. 2, 3; No. 3, 1. Second Battalion: No. 3, 1.

LETTERS TO THE EDITOR.

THE PARK GRAND STAND.

Sir: In reply to the letter published in Friday night's Times, signed "Pro Bono Publico," I beg to state for the benefit of "Pro Bono Publico" (who, I think, is not man enough to sign his own name) that the promoters of the proposed grand stand have decided to abandon the idea, on account of one or two cranks; and if we had known that there were any such men in Victoria who would oppose such a thing as this, we certainly would not have applied for permission to erect a stand. Yet while we believe there will be thousands of people at the park on the night of the illumination, there will be hundreds of them who would be glad of the opportunity of getting a seat for the small price of 25 cents on a stand such as we proposed to erect. I might also state for the benefit of those who might think that the stand would be situated in such a position as to interfere with the general public who did not wish to pay for a seat, that the Mayor and park committee gave that part of it their first consideration, and therefore located a place for us as far back as it was possible to get and be in a good position; and I suppose that if an Italian or a Chinaman asked permission to erect a peanut or ice cream stand "Pro Bono Publico" would raise no objection. But when a white citizen suggests something which would be a benefit and a pleasure to our citizens and visitors he objects. And yet we wonder why Victoria is not up-to-date.

W. H. HANDLEY.

VALUE OF A TERMINUS.

Sir: Your correspondent "Civis" has taken a very sensible view of the bonus schemes that have of late been so alarmingly and persistently dangled before us. I quite agree with what he says with regard to the impracticability of making Victoria a terminus by the proposed ferry service. The cheerful view Vancouver takes of the project should convince anyone of that. Under the proposed new order of hings Victoria would be no more a terminus than New Westminster. He might have added that the quick service Nanaimo enjoys with Vancouver has contributed very little appreciable difference to its prosperity, and although New Westminster is the Canadian terminus of the Great Northern railway, connecting right through to New York and San Francisco, we have yet to learn of any million dollar deals in real estate there. The contention that the Angeles ferry scheme in conjunction with a railway to the head of the island would make us the centre of the trade between the Yukon and United States, there is no use discussing, as in the first place Victoria would be little more than a freight station with regard to that trade and in the next place the railway is not built, and doubtless before our dreams in that direction materialize, if they ever do, the Yukon gold fields will be exhausted, if not forgotten.

FACTUM.

VICTORIA TRADE.

Sir: We have schemes for the improvement of Victoria trade before us, sufficient to entertain the city of London or New York, and, to all appearances, they are to end in smoke. The Dunsmuir scheme has been withdrawn, mainly, I think, because a certain number among us would not accept a gift from the E. & N. railway company; that by way of showing a manly spirit of independence. The harbor improvement is being laughed out of existence. The city council, meaning to help on this scheme, proposed to give Mr. Sorby $250 worth of soundings or borings, to take with him to Ottawa, probably not knowing that the officials there know more about the harbor than any man in the council or on the Committee of Fifty. They had a corner of the harbor surveyed, and that cost $1,000. Engineers estimate that a survey to be listened to would cost $15,000 to $20,000. The scheme proposes to do wonderful things; to effect a great improvement of the harbor, without cost to the people. Wonderful scheme! In plain English it proposed to seize the Hudson Bay Company's wharfs and those of other firms and to send the owners out of business. As if any deliberative assembly would listen to such a proposal. It proposes to shut up the harbor during improvements, which means shipping would leave it, never to return.

About the other schemes I have formed no opinion, but I want to say a word on another matter. The Klondike is brought before us forcibly by the Colonist's news yesterday. What communication have we with that country? One route is by the Yukon, a route so precarious that no one can tell whether passengers and goods shipped in June can get up to Dawson City in the same year. That route may suit great corporations while prices are high, but it will never suit even them when margins are moderate. As for our merchants, they could not think of any large shipments by the route. The risk is too great and the return too slow. We have a railway, subject, any day, to annoyance from the States, and going only a part of the way to Dawson. What we want is a railway from the Coast to Dawson, running all the year round, and at reasonable rates. By such a route we should have two shipments a week, instead of one or two shipments a year. The route proposed by McKenzie & Mann would have been of great benefit, had it gone on. We should have had it working last September, and a stack of goods would have been ready to go down by water by this time, and to be replaced by others shipped from this city. Such a railway would be of greater value to Victoria than any ferry to the Mainland. Some simple people imagine we could get the trade of the Fraser valley by some ferry. That trade is Vancouver's, by railway, by tram, and by river and road communication, and is but a small affair. Give us a 100,000 of population in the Klondike, Atlin and Omineeca, and the possibilities are much more, say 30,000 people here looking after them. There would be a trade for Victoria, and we should be on the way to realize it if we had one statesman in the country, instead of a multitude of politicians.

JAMES ANGUS.

May 22, 1899.

WHEN AN ACCIDENT OCCURS.

Sir: Is there no means of keeping some of the hackmen on the stands, corner of Government and Yates streets, in check? It is usual for some of them to rush across the street at a furious rate whenever a vacancy occurs at what they consider a point of vantage, and I have seen some pretty close shaves where a very serious and perhaps fatal accident was only averted by the agility of pedestrians. I shudder to think what might occur should a woman, an aged person or an infant be in the way of these reckless drivers. Prevention is better than cure. Look out for a serious accident!

CHEIL.

Losses by the Dawson Fire.

British Columbia Firms Figure in List of the Principal Losers.

Drunken Brawl Caused the Mishap and Fire Machine Worked Badly.

Reilly, Tokales and Humes, the three special messengers who brought out the news of Dawson's trial by fire, have (according to the tales of their fellow passengers by the Tees) had the most exciting journey yet accomplished in the Northland, by even the most active runners of the trails. Before they started the season had so far advanced that the police had been instructed to forbid all further use of the river ice. In view of Dawson's plight an exception was made for them, however, and the police dog teams (the best in the world) were placed at their disposal in relays.

The heat was intense during the day, and to avoid the discomforts of the sun as well as for safety, the couriers used every minute of the nights, resting only during the six hottest hours of the day. On one strip of specially good ice, ten miles were covered in exactly fifty minutes, which is very fast dog sleigh travelling. On half a dozen occasions the messengers were forced to leave the river and make a detour overland; while twice, men, dogs, and sleigh went through the ice into the river together.

Reilly of course came as Commissioner Ogilvie's messenger, and his action in seeking an exorbitant profit out of the misfortune before he would state the facts in his possession to relieve the anxiety of those having friends in the North, is the subject of criticism. Several Victorian business houses had many thousand dollars at stake in the northern city, and even these were gruffly refused information by the men who had been handsomely paid to carry it out.

It is impossible to guess to what heights in the clouds their valuation of their news soared at first. When they reached Union Bay they brought the telegraph wire into service, and asked the San Francisco Examiner what price it would pay for an exclusive story of a big disaster. An offer in the hundreds was wired back—it was not enough to suit the couriers, however, and they as promptly declined it, deciding to offer their news elsewhere.

On reaching Victoria, they again placed their account of the fire on the news market, asking three hundred dollars for it. By this time its exclusiveness had gone, and the big dailies declined to be Jack Carred—in consequence of which the story went begging. From three hundred dollars it dropped in value with its vendors to two hundred; then to one hundred; then to fifty. None of the correspondents here would touch it.

Vancouver's news workers were equally chary, and eventually Messrs. Reilly and Humes were glad to accept twenty dollars and write themselves down lucky to get it.

Of the private letters brought out by the three couriers one was addressed to the manager of the Bank of British North America at Vancouver. This communication places an entirely different face upon the bank's loss, which is stated at only $5,000. The building occupied was a portion of the McDonald block, and the chief loss sustained by the bank was in the destruction of the office fixtures and furniture, worth considerably more since than before the fire. One of the vaults could not be opened up to the time the couriers started for the outside. If bank notes were destroyed, that of course will not worry the institution, and the gold dust that passed through the fire is said to have been closely watched, and recovered as soon as the fire was over.

The manager of the branch at Dawson, as also the agent of the Canadian Development Company, confirms the news that three-quarters of the city went up in fire and smoke, and give the other information that the spring clean-up will probably total between $20,000,000 and $40,000,000.

Vancouver, May 22.—F. L. Humes, son of Mayor Humes of Seattle and messenger for the Bank of British North America, arrived in Vancouver from Victoria yesterday in company with J. Reilly, from Dawson. Mr. Humes says that 111 houses were burned including the entire central portion of the city, including all the water front and for two blocks. Only two of the buildings destroyed were insured. Incompetency in operating the fire extinguishing machine helped the spread of the fire.

The fire occurred on the night of the 26th at 7:30 o'clock, and in half an hour after the first smoke was seen everyone knew the town was doomed. The flames were first noticed by fireman Farrel coming from the roof of the dwelling rooms of Helen Holden, located in the second floor of the Bodega saloon. The origin is said to have been the overturning of a lamp as the result of a drunken row. The firemen promptly responded to the call, but it was twenty-five minutes before any water trickled through the hose and in half an hour the fire was beyond control. Almost immediately the Northern saloon on one side of the Bodega and the Tivoli theatre on the other were in flames. The buildings burned included the following:

The Norehern cafe, Board of Trade, the Bazaar of the Library building, Aurora restaurant, Rutledge block, Victoria saloon and restaurant, North American Trading Company, the Madden house, a grocery store, Ryan's shoe store, Graf the jeweller's, the Douglas shoe store, M. & M. news stand, the Arlington saloon, Montana restaurant, Ripston brothers, Leon's cigar store, Central market, Pioneer barber shop, Allan & Scharff's store, Hyde's laundry, Portland restaurant, a cigar store, the candy factory, another shoe store, Prender's bakery, a new grocery store, Anderson's paint shop, Dr. Caldwell's building, Eagle restaurant, Mrs. Flancher's store, the Rosenthal swimming baths, A. Babcock's store, Aurora saloon, several small dwelling houses, three stores, Macdonald's building, Bank of British North America, the Ottawa House, row of houses occupied by the demi monde, the big building of the Parsons Produce Co., Pioneer drug store and the Flannery hotel.

McLennan & McFeeley occupied half the building of the Parsons Company; the former had $10,000 insurance on their stock, the latter $13,000. The Parsons stock was valued at $32,000.

Mr. Godfrey, manager of the Bank of British North America here, states that the bank's loss is $5,000 above the insurance.