Seeks a Diamond Island

London Daily Mail.

One of the most extraordinary expeditions that ever set out left Cardiff, Wales, about ten days ago bound for a mysterious island, where diamonds are said to be almost as plentiful as pebbles.

Where this wonderful island is situated has not been divulged by the adventurers, who in explanation say very wisely that their ship is not very speedy and that a rival expedition might even leave subsequent to their clearance and yet arrive at the treasure island before them.

In this connection it is interesting to note that another mysterious expedition left Cardiff in advance of the diamond seekers. The articles signed by the crew of the expedition contained this very puzzling clause:

"From London to St. Helena, via Cardiff, and to any port or places within the limits of 60 north latitude and 40 south latitude."

Consequently it has been suspected that the diamond syndicate already has a rival in the field, and if that rival's information be correct the original adventurers will find themselves supplanted. What that means can easily be interpreted by what happened to the Earl Fitzwilliam treasure hunt in Cocos Island, off the Nicaraguan coast, about two years ago. Then there was some fighting, not quite so bloodthirsty as in the ancient days of the buccaneers, but sufficiently businesslike to send a large part of the earl's expedition to a hospital.

Two Expeditions Start.

There are, then, two secret expeditions on the seas. One frankly directed toward an island where diamonds have been found in abundance, the other ostensibly after some "buried treasure," which is located somewhere between 100 degrees of latitude. Both expeditions are to make a visit to St. Helena, which, as is well known, owing to the manner in which Napoleon popularized the name, is in the South Atlantic.

As it had been hinted that Cocos Island might be the destination of the expedition, it is well to recall the fact that there are in the world two islands of that name, and both of them famous for their treasure. The Cocos Island in the Indian ocean is valued for its natural treasures, and the Cocos Island off the coast of Nicaragua for its probably buried hoard of Spanish gold. The former of these isles is now in the possession of its discoverer, consequently it is difficult to conceive of it being the destination of either expedition. So far as the other is concerned, the lesson learned by Lord Fitzwilliam should be considered exemplary. The reception extended him and his band of adventurers was calculated to deter others from wandering in upon these preserves. Therefore, the only object of the expeditions which is apparent is the diamond island.

The story of this mysterious treasure or, rather, so much of it as has yet *leaked out*, is as wonderful as the *entertaining fiction* of Stevenson. In some respects, at the beginning, for instance, it parallels "Treasure Island." There is a tale of the sailor who had been upon the island, picked up a few pretty pebbles, which were found to be diamonds, charted the position of the treasure, made a rough map, which he gave to a seafaring friend just before his death. There is a familiar atmosphere about the whole tale.

It may be asserted that the story of the vast wealth upon this mysterious isle is thoroughly believed in. A company has been formed in England to exploit the treasure islet. It has a capital, paid in, of $125,000, and its members include one prince, twenty peers, eight judges and several famous authors. The latter will at least obtain experience useful to them in supplying a plot of incident for forthcoming works.

The company is called the Collis Diamond Syndicate, formed "to acquire the plans and charts of a most valuable diamond mine reported to exist off the coast of Africa, with the object of locating and securing the property and all rights connected therewith." The manager is E. Kenyon-Collis and the directors of the company are Sir Alexander Muir Mackenzie, Bart., K. G. Burne, Esq., Captain A. L. Hughes-Hughes, R. N., Captain Frederick G. Jackson, of Jackson-Harmsworth polar expedition fame, A. Laudsberg, Esq., and A. B. Larkins, Esq.

Only half a dozen members of the syndicate, it is said, know the location of this land of wealth and mystery. "There is nothing mysterious about it," Mr. Collis recently explained, "and the only thing which naturally we keep secret from the general public is the name and location of the island. The story of how we came to know of its existence is very simple. A certain Captain R. Jones was master of a Welsh collier sailing between Cardiff and Capetown. Among his crew was one Dick Powell, an ordinary A. B. (he is now dead), who was in possession of a collection of garnets and other stones.

These happened to come to the notice of Captain Jones, who submitted them to an expert; the expert discovered that among the stones were several fine diamonds. Dick Powell then told Captain Jones about an island off the African coast where the diamonds had come from. It is not known how Powell got to the island; very possibly he may have had the story from a native who gave him the stones. Anyhow, on Powell's information, Captain Jones threw up his berth as master and consulted his friend William Griffith, of Abersawith, a diamond expert and late manager and consulting engineer to De Beers syndicate, and announced that he was about to locate the diamond island.

Sailor Locates Island.

"Mr. Griffith briefly instructed Jones how to wash the soil for diamonds in a primitive way, and Jones shortly afterward sailed with a black crew."

How he fared is disclosed in the sworn declaration of Mr. Griffith, who says that in November, 1897, he again met Captain Jones in Cape Town. The captain said he had located the island and had discovered some stones. Mr. Griffith, who is a diamond expert, valued the gems at between $50,000 and $75,000. He formed the opinion that they were from an unknown mine, as the crystalization was entirely different from the stones obtained from Kimberley, De Beers, and other mines.

When Captain Jones landed tin Cape Town upon his return from the island he was ill, gradually got worse, and died ten or fourteen days afterward. Before his death he gave all his property to Mr. Williams, a chemist, with whom he was staying, and gave Mr. Griffith a chart or map which he said would enable him to locate the island.

Mr. Griffith went to Tasmania and came back to South Africa, where the war prevented him from doing anything in the matter. Afterwards he was commissioned to report on coal fields in China and then he went to Mexico and Nova Scotia, and from there he returned to London and the syndicate was formed.

Mr. Collis says that, to the best of his belief, the island is uninhabited; it is marked on the admiralty charts and it is seventy miles from the mainland.

"The whole business has been sifted to the bottom," said Captain Temperley Grey, R.M., who commands the treasure ship Xema, on which the expedition sailed. "The chart is at present deposited at Lloyd's Bank in London. The island has been located and the directors of the present syndicate are convinced that there is a great deal in the scheme. The present expedition has been suggested by Mr. Griffith himself. The Xema belongs to Earl Fitzwilliam, but is registered in the name of his agent, B. F. Brook, of County Wicklow. Mr. Griffith is at present in Africa, taking out mining concessions in the names of the officers of the ship, with powers of attorney.

"After calling at Teneriffe we intend picking him up at St. Helena, Mr. Jackson, of the Harmsworth-Jackson Polar expedition, joins the expedition as a representative of the directors. The expedition will cost $75,000."

Vessel Named Xema.

Mr. Griffith, according to his agreement with E. Kenyon Collis, of London, has promised to proceed on the Xema "to Cape Town or elsewhere as the board may require," and that he is to continue his search for the island with the diamond mine for six months."

This suggests a certain want of faith in the charts, but Mr. Griffith will be handsomely rewarded if he finds the island and the diamonds, for he is to take 4,000 fully paid ordinary shares and 5,000 deferred shares, besides being created consulting engineer at $10,000 per annum to the syndicate.

Earl Fitzwilliam has nothing to do with the present expedition. The Xema is simply chartered by the Collis Diamond Syndicate. It carries a large quantity of mining machinery, washing gear, sun condensers, gelignite and detonators, sections of wooden huts, military tents, friction hoists and a quantity of timber for shafting purposes. A condensing plant to pump up sea water for diamond washing is to be taken out, for it is understood that there is no water on the island. Ample quantities of provisions, live cattle and rifles, revolvers and ammunition are on hand.

The rival expedition, if it is really in search of the new land of diamonds, is aboard the ketch Cathafine. Ostensibly, the Catharine, of which William H. Small of Liverpool is owner and master and one of the chief promoters of the syndicate which includes Lord Fitzwilliam, is to find treasure buried by Latrobe, an infamous French pirate. This buried borde is said to be valued at about $6,000,000 and the inevitable "old sailor on his deathbed" divulged the secret twenty-five years ago. Now some worthy treasure-seekers have incorporated the secret and sold the shares to persons who fancy that delightfully romantic way of adding to their bank account.

Treasure Quests Frequent.

Those expeditions recall to mind many others of a similar nature that have set out from England or have been financed largely by Englishmen. The impoverished condition of many of the members of the British nobility and their well-known aversion to work has made the search for some other man's lost accumulations or discarded stealings a tempting lure to many. The most notably have had to do with Cocos island in the Pacific ocean, on which it is supposed is buried treasure to the value of $60,000,000, left there by the buccaneers of the Spanish main, mutineers and the ill-fated crew of a British man-of-war.

All the elements of tragedy and romance can be found with sickening plentitude in its story. For characters the first actors in the drama are the cutthroats of a bygone age, picturesque despoilers of the deep, surrounded by the halo of romance; long, low-hulled vessels flying the skull and cross-bones; peaceful merchantmen loaded with rich silks, bullion, jewels and costly wines and carrying as passengers wealthy traders and their wives and families. The last actors are those who, attracted by the tale of its great treasures, have spent weary years so far in vain search.

Cocos island is a lonely place in the Pacific, 400 miles from any other island and 180 miles from the shores of South America. It is a bleak, uninviting spot, containing about twelve square miles. The most important incidents of its history are as follows:

Tale of the Mary Dier.

In 1835 the English barkentine Mary Dier, sailed from Bristol to Valparaiso, and after discharging cargo proceeded up the coast to Peru in search of cargo for the return voyage and anchored off the fort a few miles above Callao. At that time war was in progress between Chile and Peru and the besieging army of Chile was closing in about the fort. In the fort were gathered for safe keeping treasures of the government and many private individuals. Fearing that the place would be captured the Peruvian government sought the protection of a neutral vessel and importuned the captain of the Mary Dier for a considerable tion to take the treasure on his ship for hiding. This he did and the result can best be given in the words of Thompson, the mate of the Mary Dier, one of the two men of the ship who escaped death for their act of piracy:

"After the treasure," he said, was on board the Mary Dier, we were tempted by the glittering millions and formed the design of running away with the precious freight. The cables were cut and the sales were spread and the little craft stood out to sea. As soon as the Peruvians had made certain that we had taken flight they immediately gave chase; but our vessel was a swift one and soon left the pursuers far behind. We were now in undisputed possession of the treasure, with no fear of capture. In the hold of our little craft was wealth sufficient to supply us all with princely opulence. But how was it to be disposed of? After many plans had been proposed and rejected we decided to bury it on Cocos island. Eleven boat loads were one after another conveyed to the beach and buried there. I do not know the exact amount of money, but it was said to be many millions; some of it in boxes and some of it in hides.

"After leaving the island we encountered a heavy storm, had our sails carried away and were driven by the wind to the coast of Peru, where we were captured, taken to Callao and sentenced to be shot. That sentence was carried into effect against eight of us, but I and two more were placed on board of a government ship and promised that if we would show where the treasure was concealed we would be pardoned. In hope that some chance of escape would offer we told them that the money was buried on the Gallipafos islands, and the ship was immediately started in that direction. On her way, for some cause that I never knew, we put into the Bay of Panama, and while there the captain and nearly all of the crew were taken sick with fever. One of my companions died, as well as several of the crew and some of the officers of the vessel. Now, one dark night a whaling vessel that had been lying alongside weighed her anchor and put to sea. Just as he was going I and my companion slipped down the side of the man-of-war and swam to the whaler. He was glad to get us, for he had lost some of his men with fever at Panama. We were on board of this whaler several years. When she came to San Francisco we left her and went to the mines. My companion died in Napa. His name was Charles Stewart."

The above is quoted from a written confession given by John Keaton, of St. John's, Newfoundland, and is believed to be absolutely true, for which the description of the place of deposit given to him by Thompson, Keaton subsequently went to Cocos island and found the immense treasure as represented.

Thompson, however, being under sentence as a pirate, did not divulge his information of the treasure for some years. He again shipped from San Francisco as a seaman. In the course of his travels he sought employment upon a ship at Jamaica of which John Keaton was the ship's carpenter. The captain of the ship did not like Thompson's appearance, and was going to reject him. Keaton had taken a fancy to the ex-pirate and persuaded the captain to take him. A strong friendship sprung up between Thompson and Keaton with the result that Thompson told Keaton his story. When the ship reached London with a cargo of sugar from Jamaica, Thompson died at a hospital in London—nine years after the deposit of the treasure on Cocos island by the Mary Dier.

Keaton subsquently returned to Newfoundland with his secret undivulged. He succeeded in having the brig Edgecolm fitted out from St. John's, Nfld., to go in search of the treasure. The object of the voyage was kept from the crew. They managed to get wind of it through the ten-year-old son of Captain Bogue, the master of the vessel, who was accompanying his father on the trip, mutinied, claiming if there was any treasure they wanted a portion of it. Nothing came of the expedition.

The Xema, from Cardiff, and bound for "Diamond Island," arrived at Capetown on Monday, says the London Daily Mail of recent date.

Captain Templeton Grey, the Xema's commander, then learned of the Cape government's proclamation prohibiting the landing of unauthorized persons on the Guano Islands, one of which is supposed to be the Xema's destination.

VANCOUVER ISLAND AS HUNTING RESORT

Secretary of Fish and Game Club Advances a New Idea

As a hunting resort British Columbia's attractions are becoming known throughout America. Each year sees a larger number of disciples of Nimrod from the Old Country and all parts of the United States searching for big game in the Canadian West.

Secretary Musgrave, of the Vancouver Island Fish and Game club, has always contended that the magnificent sport to be obtained in this country wasn't regarded sufficiently seriously as an asset. He argues that if licences were sold to visitors upon the same system as was in vogue in many of the large States additional revenue would be forthcoming to meet the expenses necessary for the establishment of a cordon of wardens encircling all those sections in which the game is most plentiful and the temptation to shoot greater than elsewhere. Mr. Musgrave thinks that only in such a way can the denizens of the forest be properly protected. He acknowledges that the enforcement of the law over such a wide stretch of territory is a difficult matter but believes that it could be accomplished if given proper consideration by the different game clubs of the province. They could expedite things in his opinion, by meeting and formulating recommendations for submission to the provincial government.

If no action is taken Mr. Musgrave states that it won't be long before the game, at least in the vicinity of populated centres, will be practically exterminated. This is a fact that is noted, not only by local residents, but by outsiders in the habit of coming here during the open season. It has even been suggested that the latter, most of whom are wealthy, might combine and take up a large block of land upon Vancouver Island or in the interior. Such a proposal, it is believed, has been considered. There would be little difficulty for an American syndicate to take over an extensive property, fence it, and create a reserve.

Discussing this matter Mr. Musgrave referred to an extract from an eastern paper recounting the actions of an American company of sportsmen in New Brunswick. This follows:

"A colossal enterprise for the preservation of big game is being undertaken in New Brunswick, where a syndicate of a hundred American plutocrats has obtained a lease of all the lands of the New Brunswick Railway company. The area to be enclosed is 1,700,000 acres, and over £20,000 will be spent in its development. A splendid club house is to be erected, a corps of guides organized, a chain of hunting camps will be established, and boats and launches will be provided for fishermen. The district is noted for its big game, moose and caribou deer and the black bear being found in abundance."

FOUR KILLED IN MINE.

Corning, Ohio, Nov. 8.—Four men were killed and two seriously injured in an accident at mine No. 1 at Santey today. The men were crushed in a mine cage and their bodies hurled to the bottom of the shaft, 150 feet below.

MILLIONS SUFFER IN CENTRAL CHINA

Floods Cause Destruction of Rice Crops Over Vast Areas of Land

STARVING CHILDREN ARE KILLED

Drowned by Parents to Prevent Suffering—Riots Reported From Many Points

Further advices regarding the famine in Kiangsu, China, were received by the steamer Lyra, which arrived Tuesday from the Orient. Excessive rains of the summer caused serious floods, with the result that the wheat crop was largely destroyed, and a famine of serious proportions is threatened that will involve millions of people during the winter. A missionary who reached Shanghai from Chinkiang, said that the whole country for two hundred miles was a waste of water, in some places the dykes being cut to save large cities; and the growing crops were sacrificed to prevent further loss of life, which was already very high. Mr. Caldwell, another missionary, told of traveling for three days in a houseboat over flooded rice fields without touching land. On the Yangtzse, too, great floods are reported devastating a large section of country, reaching far into Shantung province.

Shanghai papers report instances of Chinese parents drowning their children in the canals, or giving them opium, to save them from the sufferings of starvation. At Chengtseh, near Soochow, usually a peaceful district, mobs of hungry people were looting the grainshops and raiding kindred warehouses were edibles were kept. The soldiers called to repress the riots were stoned and unable to stop the looting. In some sections raids have been made on official residences where officials were alleged to be cornering the scant supply. Riots were reported from many places.

The Shanghai Mercury says there is a rice corner at Shanghai, where rice is being held despite the needs of the famine-stricken districts. The paper publishes the following on the subject:

"Our office boy informed us yesterday 'that lice pidgin velly bad, plenty man Pootung side no hab got chow. Hab sellum all clothes and evelyting. Countly house plenty man come, hab got knife, gun, makee stealum, allo tings. S'pose makee walkee countly side thiefman come stealum all clothes. Velly bad! Taotai talkee keep quiet bumby lice more cheap. Me tink Taotai talkee fool pidgin. That mandilin, and Chinese lich man have lockem up plenty lice, and talkee no got, s'pose no lockem up lice plenty more cheap.' From what we can gather," says the Mercury, "our office boy's version is quite correct. There is a rice famine in our midst, and the sooner the Taotai takes the matter in hand the better it will be for the poor starving wretches under his control, but if he continues to wink at the way the wholesale dealers in rice are acting at the present moment there will be serious trouble, and he will only have himself to blame. There is plenty of rice in Shanghai and the outports, and the sooner those implicated in this rice corner are brought to book the better it will be for the starving natives and the officials themselves."

HERO SUFFERS POVERTY.

Lieut.-Gen. Stoessel Applies to Charitable Institution for Aid.

London, Nov. 6.—A despatch from St. Petersburg to the Reuters Telegraph company today says that Lieut.-General Stoessel, the defender of Port Arthur, is in such financial straits that he has applied to a charitable institution for wounded soldiers for assistance to enable him to employ a servant. Officers of the institution asked the general to produce a medical certificate showing that his health required the services of a servant.

RAILWAY EXPANSION.

New York, Nov. 6.—There were 217,341 miles of completed railroad in the United States at the end of 1905, according to the figures compiled by Poore's Manual for 1906, of which the advance pages have just been issued. This is a net increase of railroad mileage in 1905 of 4,716 miles. The capital stock represented amounts to $6,741,956,058, according the same authority, and the bonded debt to $7,425,261,901. The total liabilities of the lines aggregate $16,292,880,823, against $15,995,504,651 in 1904.

GENERAL KUROKI IS VICTIM OF ACCIDENT

Thrown From Riksha He Landed on His Head---A Navy for China

Steamer Lyra, which reached port Tuesday from Japan and the Orient, brought news of an accident to General Kuroki, a popular hero of the recent war. While visiting Hamadera, a jinriksha in which he was riding struck the side of an arch built in his honor, and was upset, the general being thrown to the ground. He struck heavily with his head, and doctors were summoned hurriedly. It was found, however, that the distinguished officer's injuries were slight.

The Kokumin Shimbun, of Tokio, has information that China is to form the nucleus of a new navy without delay. Two battleships and four armored cruisers of 8,000 tons are to be built. Hsiangshan, on the coast of Chekiang, has been selected as the main northern naval station, now that Wei-hai-Wei and Port Arthur are lost.

ENGINEER KILLED.

Youngstown, Ohio, Nov. 6.—A passenger train known as the Akron Accommodation on the Baltimore and Ohio road collided with a wrecking train near here today and Engineer Herbert Shell, of the accommodation train, was killed. None of the passengers were hurt.

LOOKS BAD FOR MANITOBA.

Ottawa, Nov. 6.—(Special)—At the proposed conference on the subject of extension of provincial boundaries which is to be held in Ottawa next week, the Dominion will be represented by Sir Wilfrid Laurier, Aylesworth and Oliver; Ontario by Whitney, Foy and Matheson; Manitoba by Roblin, Campbell and Rogers; Saskatchewan by Scott and Lamont. The Manitoba representatives are up against a pretty hard proposition, as by a shrewd move the Ottawa government has arrayed Ontario and Saskatchewan against the prairie provinces.

DEATH OF OCTAVIUS AVERILL.

Manitoba Pioneer Passes Away at Residence at Colquitz.

One of the Manitoba pioneers passed away at his residence at Colquitz on Tuesday morning in the person of Octavius Averill. A native of Worcestershire, England, he went to Manitoba with his family in 1880 and settled in the Clanwilliam district, north of Minnedosa. He saw the growth of the country from the hardships of the early days to the comforts of today. He was a loyal and devoted son of the Church of England, always active in its interests and serving it to the utmost of his ability. For 18 years in Manitoba he was a church warden. He was a delegate to the Synod of Rupert's Land and held a licence as lay reader.

Since coming to Victoria some three years ago his interest has continued. He was a warden of St. Michael's, Lake district, and a delegate to the synod. Although suffering for months from an incurable malady, he was in his accustomed place at divine worship to the end, missing but one Sunday. A man of sterling integrity and simple, unobtrusive piety, kindly and useful in his relations with all, he won the esteem and affection of all who knew him. His death is a distinct loss to the community, but the example of his brave and cheerful patience remains.

His body will be laid at rest in St. Michael's, Lake district, on Friday afternoon at 3 o'clock.

SAANICH MUNICIPALITY.

Proceedings at Council Meeting Last Saturday Evening.

The Municipal Council of Saanich met on Saturday evening, Novecber 3, with all members present. After routine business was finished a request from the road superintendent for $50 extra to expend in the repairs on the East Saanich road, $25 on Tyndall avenue and $25 on Davie street was granted.

The firearms by-law was reconsidered and finally passed and will be strictly against persons shooting on or near the public roads in the municipality.

The division of the municipality into wards was considered next and six wards decided upon.

An application for the appointment of Mr. A. Hodgson, of Colquitz, as special constable, laid over from last meeting, was complied with and Mr. Hodgson will be sworn in at once. Other specials in different parts of the district will be appointed and strong measures taken to stop the trespassing which is causing so much complaint.

Mr. Revans appeared before the council with a proposition for changing a roadway on the waterfront of Cordova Bay. A committee of the council will consider his proposition.

The preparation of the voters' list being now under way, it was thought that everything possible was being done to call the voters' attention to the necessity of registration with the clerk of the municipality. If any person's name was omitted it would be their own fault. The meeting adjourned to meet Saturday evening, November 17.

ADVISES VICTORIA TO GET READY FOR 1908

An American Visitor Anticipates Great Rush West During Big Seattle Fair

"Within three years the most sanguine Victorian will not know his own city," was a remark passed by George W. Miller, of the Broadway Automobile company, of Seatle, who spent Tuesday in the city. Mr. Miller was over on a business trip and was accompanied by George E. Johnson, Pacific Coast representative of the Fish Rubber Tire company.

During the past few months Mr. Miller has been in the East, where he went thoroughly into the construction of the various cars for which he was agent. While in the East, Mr. Miller witnessed the final race for the Vanderbilt cup and rode in one of the cars in the preliminary trials. According to Mr. Miller, the sight was a grand one, as many as six cars coming down the stretch at a mile-a-minute clip.

On his return journey Mr. Miller took in the Michigan state fair, which is the largest fair held in the United States, with the exception of that at Washington. It was here that Mr. Miller formed an idea regarding the growth of Victoria, the exhibit from this city creating more interest than any other display at the fair. A crowd of farmers was constantly around the stand asking questions regarding railway fares, the climate, etc.; and the person in charge did all possible to give them the necessary information.

"I was greatly surprised to see an exhibit from Victoria at this fair," said Mr. Miller. "I said to myself: 'Victorians are at last commencing to wake up.' Being from Seattle, and doing business in Victoria, I was naturally interested in the exhibit, and I stood for two hours listening to the farmers receiving information. The number of questions asked were surprising. From this I am lead to believe that Victoria will reap a big harvest from the farmers of that district, who are anxious to get into a country where there is not so much cold weather.

"The influx of people to the Pacific Coast during the next few years will be surprising, and when the great fair is held in Seattle in 1909, there will be the biggest rush to the Coast that ever occurred. Now is the time for Victorians to prepare for this influx, and when the big rush takes place in 1909 every merchant in Victoria should be ready to get some of the money that will be left behind. In the East everyone is talking about the fair, and I think that there will be more excursionists from the Eastern States to the Seattle fair than there were at Portland."

Since his return from the East, Mr. Miller has disposed of 180 machines, to be delivered before March 1. "I think I am up against it," said Mr. Miller, "for I cannot see how the factory can send that number out in time; but it just goes to show the demand for automobiles. The only way I can see to get the machines in Seattle on time is to go East and hurry them up; and I will spend Christmas in Seattle and will leave the next day for the factory and endeavor to rush the order through."

It is not only in Seattle that Mr. Miller has been disposing of cars, for in Bellingham last week he made a record that has never been equalled by any single salesman in the United States. In one day he disposed of no less than 18 cars, and the day following he obtained orders from ten residents of Everett. On this trip Mr. Miller called at Vancouver, and was successful in placing six cars for residents of the Terminal City, the lowest priced machine being $2,550. In this city he was also successful, and placed an order for a large car, with several more orders in prospect, which he will be over to close in ten days' time.

"Victoria is a good town," said Mr. Miller, "and you will see the number of machines nearly doubled during the coming season, and the cars for which I am agent will be fairly represented."

In Seattle Mr. Miller is agent for the Cadillac, Pierce Arrow, Packard, Woods' Electric, and last, but not least, the Winton machines; and has two places of business. In this city he is represented by Troup & Woods.

Mr. Johnson is also very enthusiastic over the prospects of Victoria, and is looking forward to a large increase of population in this section.

Both gentlemen returned to Seattle Tuesday evening by the Indianapolis.

ATHLETIC DISRUPTION.

Montreal, Nov. 6.—The Montreal Amateur Athletic association has resigned from the Canadian Athletic union because the latter refused to allow amateurs to play against professionals, as in England. A new union is to be formed to kill the C. A. A. U.

OFFICIAL RETURNS.

Halifax, N. S., Nov. 6.—Official returns for Queens-Shelburne by-election give Fielding a majority of 1,016. The totals are: Fielding, 2,500; Weldon, 1,484.

Wiarton, Ont., Nov. 6.—Official returns give Tolmie (Liberal) in North Bruce, a majority of 471 over McClelland (Conservative). The total are: Tolmie, 2,606; McClelland, 2,135.

ENEMIES OF ENGINEERS.

Cleveland, Ohio, Nov. 6.—The Plaindealer today says: "An officer of the Brotherhood of Locomotive Fisemen announced in Cleveland yesterday that the members of that organization were ready and willing to fill the places of all engineers if the Brotherhood of Locomotive Engineers should declare a strike on the Lake Shore railroad and leased lines."

PRISON FOR SIX YEARS.

Augusta, Ga., Nov. 6.—Thomas W. Alexander, formerly a wealthy cotton manufacturer and prominent business club man, who was arrested at Pittsburg, Sept. 15, after having fled from this city, July 8, leaving debts amounting to $200,000, today pleaded guilty to an indictment charging embezzlement, and was sentenced to six years' imprisonment.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is a boon to any home. It disinfects and cleans at the same time.

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Made in the handsomest Scotch and Irish Tweeds you ever saw.

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