

FINDS
R FEELING
STOCK
GH IN ENGLAND

Good and Desir-
ation While
and Lasts.

...Hon. Frank O...
...from Eng...
...in Great Brit...
...with...
...three years...
...now understand...
...and affairs. Can...
...of desirable im...
...as reasonable by...
...the people. The...
...British emigra...
...continue as long...
...free land contin...
...not favorable to...
...on from the conti...
...ment reservation...
...of French, Belgi...
...names to have ho...
...Scandinavian...
...the United States...
...and widespread...
...not only among...
...but among finan...
...commercial class...
...to appreciate...
...that which they...
...are aware of.

JAIL BREAK.

...Aug. 21.—Ten...
...in the district...
...attempt to es...
...During the abs...
...the jailer, the...
...in charge of...
...who is 78 years...
...entered the cor...
...ridor...
...him and knock...
...The old man...
...arrived promptly...
...able, who fought...
...with revolver, and...
...them in their cell...
...jured, and will...
...the remainder of...
...be placed on...
...trial with attempt...
...ing.

RAFFLES.

...Aug. 21.—Attacked...
...former Supreme...
...Autoba, for hav...
...on their annual...
...and labor council...
...out thoroughly...
...that it would not...
...the members...
...within the law. They...
...annually to char...
...have helped the...
...of this city and...
...ars. To avoid any...
...to the matter, how...
...a charitable fund...
...up of the proceeds...
...is a fund will be per...
...e.

THE BY-LAWS

...annass City on...
...etric Power...
...me

THE BY-LAWS

...the citizens' com...
...esting themselves...
...essage of the elec...
...means so much for...
...city, Mayor Hall...
...eting to be held...
...on Tuesday even...
...on this occasion...
...water by-law will...
...well as those of...
...ent with the B. C...
...company.

THE BY-LAWS

...committee Thurst...
...Lester, pres...
...Trade, preside...
...ndance of repre...
...r. Lester outlined...
...to the interests...
...electric by-law...
...ented an argu...
...by-law, and F...
...it would be ve...
...prosperity of the...
...d down the by-l...
...rban River power...
...streets would be...
...st of the present

THE BY-LAWS

...ity of Vancou...
...to the trans...
...due to the pro...
...provided by the...
...marked advance...
...of the city and...
...own from the day...
...was installed...
...that a public...
...by-law, and the...
...upon.

THE BY-LAWS

...le, Tait, Full...
...Muirhead and...
...cham, Nicholson...
...Davy and Fra...
...red, Thomson...
...line, Raymond...
...in, Fraser, Let...
...Adray, Sargison...
...brook, Redfern...
...son, Drury and...
...son, Drury and...
...committees will...
...com over Copas...
...1 and 2 comm...
...same place to...

FAVORS CHANGE IN
ANTI-TRUST LAW

TAFT WILL DEAL WITH
SUBJECT IN MESSAGE

Would Permit Combinations of
Railways Not in Restraint
of Trade.

Washington, D. C., Aug. 20.—President Taft contemplates making several radical changes in the interstate commerce laws. With this idea in view a conference is to be held in New York within the next two weeks and several changes in the Sherman anti-trust law will be taken up at this time. The members of the conference will suggest that President Taft recommend the alterations in his next message to congress. President Taft plans a more effective government supervision over railroads and plans to relieve the interstate commerce of many burdens and restrictions. Taft has requested the committee to put his plans in concrete form. He plans to divest the commission of administrative power, establish it as a quasi-judicial body, with power to determine cases and enforce its rulings, and to limit appeals only to supreme court in constitutional questions. The president plans to establish a bureau in the commerce and labor department, and to this bureau will be turned over all questions referring to labor administration, safety appliances and employees laws. This bureau also will have the power to settle all minor differences between shippers and railroads, and will control the filing of rates and investigate complaints. President Taft believes that much time will be saved for the interstate commerce commission by this plan. As was Roosevelt's belief, Taft thinks that certain operators of the Sherman law and should be in a position to make combinations and agreements providing for the government, and not in restraint of trade. Mr. Taft believes that the penalties for combinations in restraint of trade should be heavier. It is understood that the conference will also consider the advisability of government control and capitalization of interstate corporations.

LIVELY SCENE IN
WASHINGTON HOUSE

Member Resents Charges and
Attempts to Assault
Opponent.

Olympia, Wash., Aug. 20.—Representative Slayden, of Pierce county, yesterday attempted to assault Representative Hubbell, of Kittitas county, on the floor of the House, and was only restrained by Representative Whalley, of King county, and Sergeant-at-Arms Joe Wilson. The fight arose over the proposed removal of the soldiers' home from Ormston to Port Orchard. Hubbell, a member of the committee which investigated the question, reported in favor of the removal and the Pierce county delegation went wild with rage. Slayden charged that the removal was brought about by improper influences, which Hubbell denied. Slayden insisted on his insinuation, and finally jumped from his seat and ran toward Hubbell. Slayden was in a rage, shouting at the top of his voice, he struck at Hubbell. Whalley had risen to his feet and clutched Slayden as he struck, deflecting the blow. The House was immediately in an uproar, and the sergeant-at-arms had to fight his way through to reach Slayden, who was taken from the building. A motion was made to indefinitely postpone action on the bill to remove the home. This motion was lost by a vote of 29 to 21.

AEROPLANE RIGHTS.

Wright Brothers Allege Infringement
of Patents and Bring Suit.

Portland, Ore., Aug. 19.—For the purpose of providing another weapon of offense in the case of the Harriman lines, against J. H. Hill, the Union Pacific is arranging a new fast train service between this city and Chicago, which is destined to clip seven hours from the present time schedule. The first train will leave here Sunday afternoon and will be known as the "Washington-Oregon Limited." The train will leave at 5.45 p. m., and will reach Chicago on the third day out of Portland in the afternoon at 2.45. The new train will be an addition to the number already in service and will not displace or change the make-up of the present schedule, according to local officials. Another train which is an addition to the schedule, will begin Sunday day between here and Salt Lake City. The Harriman officials denied that there was any intention on their part to abandon the present plan of running Union Pacific trains to Seattle via this city and Puget Sound points over the tracks of the Hill system. This agreement, which appears to have been arbitrated by the Hill interests, is still in effect, according to the Harriman representatives here. The question whether Hill officials intend to complete their so-called "peace pact" with Harriman is still a mooted one, and it is possible, though both sides deny it, that Hill will refuse to allow the Union Pacific to use the Northern Pacific tracks, and thus deprive his rival of an outlet on the Sound.

CRUSHED TO DEATH.

Two Section Men Are Killed in Train
Wreck.

Sterling, Ill., Aug. 20.—Two section hands were instantly killed and three others badly injured yesterday near Albany, Ill., when a Chicago-Milwaukee-St. Paul train was wrecked. The section hands were working on a siding when a car of the train toppled over them. The dead men were crushed beyond recognition.

CURTISS AVERTS
COLLISION IN AIR

Guides Machine Above Another
Aeroplane During Trials at
Rheims.

Rheims, Aug. 20.—Glenn H. Curtiss, at sundown yesterday, added a dramatic feature to the trial flights of the aeroplanes entered for the aviation week contests by skilfully guiding his machine above another aeroplane, and averting a collision. The feat was accomplished when for the first time in history three heavier-than-air craft were manoeuvring at the same time. All were flying rapidly, when suddenly Curtiss saw M. Dumanez in an Antoinette approaching at right angles and on the same level with him. As quick as a flash, Curtiss realized the danger, and elevating his planes, his machine instantly shot upward and soared safely over the Frenchman. Thousands of spectators applauded the American wildly. The third machine in the air at this time was that of M. Tissandier. Experts last night were agreed that Mr. Curtiss had made a fine demonstration of ability to control his machine. They declared that his bi-plane was a real racer. The wind, which had been master of the aeroplanes for two days, suddenly died out at sundown, and the aviators rushed to their sheds and dragged out their machines. Count de Lambert, on a Wright model, was the first of the aviators to start, and made a complete circuit of the aerodrome. M. Tissandier, also on a Wright bi-plane, followed him. Then the Curtiss machine, smaller and more compact than the others, was placed in position for a flight. Curtiss still was limping, and used in walking a gnarled stick which was presented to him by the village cure, but, like M. Beriot, who before crossing the English Channel in his monoplane, threw aside the crutch. Curtiss mounted the seat of the bi-plane unencumbered. "Where will you land?" was asked of the Hammondport expert. "I will land right here," answered Curtiss. After a short run over the ground, the aeroplane ascended and made a wide turn and then described evolutions back and forth over the aerodrome. Moments later Dumanez had started across the field in one of the Antoinette machines. Suddenly it seemed to the crowd below that a collision between him and Curtiss was inevitable, but the American proved a quick thinker, and gracefully swerved his aeroplane upwards and steered it safely over that of Dumanez. Curtiss, true to his word, landed without accident at his place of starting, after having been in the air for four minutes. The altitude he reached was 150 feet, 50 feet higher than the others.

SHINGLE MILLS HIT.

Rates for Storage at Eastern Points
Will Be Increased.

Seattle, Wash., Aug. 20.—What is declared by local lumbermen to be a severe blow to the mills of this state, is the proposed increase in the rate of storage for shingles at the Minnesota transfer and other eastern terminal points through a joint tariff of the railroads, which will become effective October 1. The new rate is increased by the new rule from \$5 to \$7.50 per car for the first 30 days. Freight officials of the railroads say the increase will mean only 1 1/2 cents per 1,000, but lumbermen assert that it means practically 3 cents per 1,000, and that the mills cannot stand the increase. It is feared that many of the mills will be compelled to shut down, for a time at least. It has been the custom of the manufacturers to ship surplus stock to eastern terminals, there to be stored until disposed of to the trade.

HILL-HARRIMAN
RAILWAY FIGHT

Union Pacific Will Run Fast
Train Between Portland
and Chicago.

Portland, Ore., Aug. 19.—For the purpose of providing another weapon of offense in the case of the Harriman lines, against J. H. Hill, the Union Pacific is arranging a new fast train service between this city and Chicago, which is destined to clip seven hours from the present time schedule. The first train will leave here Sunday afternoon and will be known as the "Washington-Oregon Limited." The train will leave at 5.45 p. m., and will reach Chicago on the third day out of Portland in the afternoon at 2.45. The new train will be an addition to the number already in service and will not displace or change the make-up of the present schedule, according to local officials. Another train which is an addition to the schedule, will begin Sunday day between here and Salt Lake City. The Harriman officials denied that there was any intention on their part to abandon the present plan of running Union Pacific trains to Seattle via this city and Puget Sound points over the tracks of the Hill system. This agreement, which appears to have been arbitrated by the Hill interests, is still in effect, according to the Harriman representatives here. The question whether Hill officials intend to complete their so-called "peace pact" with Harriman is still a mooted one, and it is possible, though both sides deny it, that Hill will refuse to allow the Union Pacific to use the Northern Pacific tracks, and thus deprive his rival of an outlet on the Sound.

RICH GOLD STRIKE.

Hamilton, Mont., Aug. 20.—Hamilton is excited over the finding of a rich vein of gold in an almost inaccessible spot in the Bitter Root mountains. The vein is particularly rich, assaying in spots as high as \$3,000. The discovery is supposed to be that of a lost Indian mine. The altitude of the new find is 8,000 feet.

FLORISTON HERE
FROM CARDIFF

STEAMER HAS CARGO
OF FUEL FOR NAVY

First Steamer to Carry Coal to
Esquimalt Does it Very
Cheap.

(From Friday's Daily.)
The first steamer to bring coal to the navy yard arrived this morning when the Floriston pulled in with 2,500 tons of fuel, 1,500 tons of which was coal and the other 1,000 tons brigsteead. Hitherto, sailing vessels have carried the fuel to this port. Work has already commenced on the discharging which will take from ten days to two weeks. Captain Dunn, who over the time ago took the place of Captain Laurie, seen this morning said that the voyage had been a very uneventful one. The vessel had steamed right through except for two short stops in the Straits of Magellan. These straits are about 300 miles long and there are only two or three lights throughout its length so the custom is to anchor for the night if possible when passing through. The vessel signalled as she passed Madeira but did not stop. She brought not only her bunker coal for the outward voyage, but also for the return, having at present in her bunkers nearly 1,400 tons of coal, more than enough for her return. As soon as the vessel passed through the Straits of Magellan she struck bad weather, and had had nothing else since. It was especially rough off the coast of California, with bad head winds. The steamer took 48 days 12 hours in all, making an average of 12 knots a day. Yesterday the cable ship Burside was sighted, and Captain Dunn, seeing that she had wireless, signalled to her and asked to be reported. He much appreciates the courtesy of the American captain in sending the report. The Floriston has never been to these waters before, but she has done a good deal of government work. During the Boer war she made regular sailings with supplies for the army between London and Capetown, making the run in 26 days each way. She has also carried supplies for the United States navy department from Baltimore to Manila. Captain Dunn is a Clyde captain and has his wife with him acting in the capacity of stewardess. Besides this he has a crew of 24 men. Mrs. Dunn enjoyed the beautiful scenery when passing through the Straits of Magellan. There was a good deal of wind, but the mountain scenes, the great walls of the glaciers and the rugged beauty of the whole scene made delightful pictures. The Floriston will probably get a grain freight back to the Old Country. She gets but fifteen shillings for the coal and briquettes expecting to make up on the return. This charter was secured on the stock exchange where most of the chartering is done. With 27s. 6d. for the return she will be getting 42s. 6d for the round trip. She can carry about 4,000 tons besides her bunkers.

DESTROYED BY FIRE

Blaze at Headworks of Hall
Property Causes Loss of
\$15,000.

Nelson, Aug. 19.—At 7 this morning fire destroyed a batch of buildings at the headworks of the Hall Mines, just south of the city. The fire started in the compressor plant from some unknown cause, and destroyed the compressor buildings, the bins and blacksmith shop. The loss will not exceed \$15,000, fairly well insured. The mine will be closed until new buildings are erected. The fire spread to the adjoining woods, and the crown of Tod mountain, in sight of the city, is burning fiercely. Gold Commissioner Wright sent a force up the hill this morning to fight the fire. Bush fires are reported to-night at Grand Forks and between Farron and Castlegar on the C.P.R. line. The fire at Bonington and Salmo are reported under control. All Kootenay is suffering severely from want of rain, and further fires are feared.

NEW HATCHERY FOR
STATE OF WASHINGTON

Commissioner of Fisheries May
Select Site on Skagit
River.

Washington, D. C., Aug. 20.—Commissioner of Fisheries George M. Bowers soon will leave for Washington state to inspect the government hatcheries of the west. While on the Sound Mr. Bowers will probably choose a site for a new hatchery. The new hatcheries which were authorized by congress last winter and for which an appropriation of \$50,000 was made, Mr. Bowers will be accompanied by a staff of fishery experts from his bureau, and when ready to seek a location for the new hatchery, he will probably ask the fishery officials of the state to join his party. It is the opinion of experts at the bureau of fisheries that at present there is room for one new hatchery, and that it should be on the Skagit river. There is already one government hatchery at Baker lake, a tributary of the Skagit river, but by restricting the fishing at the mouth of the river, it is believed that another place could be established on this stream to good advantage. Speaking of the situation, Deputy Commissioner Hugh Smith said: "We are rather sorry that the bill authorizing the construction of these two hatcheries limit their location to Puget Sound. I doubt if we shall be able to find a suitable location for both of them. The Skagit river, however, we have found an admirable location for a hatchery on a stream emptying into the Pacific ocean a short distance south of Cape Flattery on the Washington coast. We would like to put one of the hatcheries on this stream, but we are unable to do so because of the restrictions contained in the law authorizing them." It is expected that the hatchery, which will probably be located on the Skagit, will cost something more than \$30,000.

MINERS STRIKE.

Premier Murray Tells of Meeting With
Union Leaders.

Sydney, N. S., Aug. 20.—Hon. G. S. Murray arrived in Sydney yesterday. Asked as to the reports that Messrs. McDougall and McCullough had gone to Halifax with a view of talking over means for a settlement of the strike in the colliery district, he said that the conference with the U.M.W. leaders which Father Mertens gave a touching address. Mr. Heaps announced that he would probably be again in the city in a few days and would then give more definite information of the company's plans. The Ruskin mill is for the manufacture of shingles, logs too large to be handled there being taken to the Vancouver mills to be sawn into lumber, making it almost necessary for another sawmill on the river itself. Mr. Heaps announced that he would probably be again in the city in a few days and would then give more definite information of the company's plans.

CHILD KILLED BY
RUNAWAY TEAM

(Special Correspondence.)
Comox, Aug. 19.—A sad accident, in which one child was killed, is reported here. The two children of Mrs. Miller were run over by a runaway team and one of the victims sustained injuries which resulted in death of the little one. The funeral of Mrs. Milligan, who died at Courtenay on Saturday, took place at the Catholic church, Comox, Father Mertens officiating, on the 18th inst. A mass of requiem was sung, at which Father Mertens gave a touching address.

PUBLISHER ARRESTED.

St. John, N. B., Aug. 20.—Brace McDougall, publisher of a paper called "Free Speech" in Moncton, was arrested there yesterday on a charge of criminal libel, laid by Patrolman Lucas, of the St. John police force, and brought to this city last night. When Detective Killen arrived here last night with McDougall, he was met by a large crowd of enraged citizens, and the police, fearing that their man might come in for some rough handling, sent several extra men to help the regular force at the depot. Mr. Dougall was hurried into a cab and taken to a cell.

SUFFERINGS OF PARTY
LOST ON DESERT

Woman and Child Unconscious
When Found by
Rescuers.

Spokane, Wash., Aug. 20.—Lost on the Oregon deserts near the town of Plush, without food and water for two days, and rescued just in time, was the story of hardship entered by J. Glasby, his wife and daughter Nina, that reached Mrs. Glasby's brother here. Glasby, with his wife and child, started to cross the desert. They carried provisions in a wagon for several days but the party became lost and the food gave out. After wandering aimlessly for some time, Glasby decided to cut loose from the wagon and his wife and child followed. He had 13 years of age, on one of the horses while he and his wife alternately rode the other. Finally when Mrs. Glasby fell from her horse, the little girl became delirious, Glasby decided to seek help. He started off and by chance came upon the "X. L." ranch. Here a rescue party was organized and after several hours the unconscious woman and child were found. Both will recover.

MINE BUILDINGS
DESTROYED BY FIRE

Blaze at Headworks of Hall
Property Causes Loss of
\$15,000.

Nelson, Aug. 19.—At 7 this morning fire destroyed a batch of buildings at the headworks of the Hall Mines, just south of the city. The fire started in the compressor plant from some unknown cause, and destroyed the compressor buildings, the bins and blacksmith shop. The loss will not exceed \$15,000, fairly well insured. The mine will be closed until new buildings are erected. The fire spread to the adjoining woods, and the crown of Tod mountain, in sight of the city, is burning fiercely. Gold Commissioner Wright sent a force up the hill this morning to fight the fire. Bush fires are reported to-night at Grand Forks and between Farron and Castlegar on the C.P.R. line. The fire at Bonington and Salmo are reported under control. All Kootenay is suffering severely from want of rain, and further fires are feared.

RAILWAY SUIT.

Managers of Harriman Roads Consider
Defence Plans.

Chicago, Aug. 20.—It became known to-day that the general managers of the Harriman railroads, have been held here secretly for a week, discussing a defence to be offered to the government's action to dissolve the merger of the Union and Southern Pacific railroads. Although it was admitted that the secret meetings had been going on for a week, it was denied that the meetings had anything to do with the returning of Harriman, who sailed for home Wednesday.

TWO MEN INJURED.

Vancouver, Aug. 19.—Two serious accidents occurred in the yards of the Alberta Lumber Company and the Terminal Lumber Company yesterday. The victim of the first was Walter Rogers seriously crushed, was taken to the general hospital. In the second accident a Hindu laborer had his arm so badly crushed that amputation was held by the surgeons. In both cases the accident was caused by the falling of lumber.

CRUSHED TO DEATH.

Pasadena, Cal., Aug. 20.—R. W. Bryan, general superintendent of the central division of the Great Northern railroad, is dead here to-day from injuries sustained in an accident which occurred on a country road near Covina, eight miles from here, Wednesday. Mr. Bryan was riding in a heavy wagon with his son, A. B. Bryan, a resident of Covina. The wagon broke down and Bryan was thrown under it. Bryan had a winter home in Pasadena and a ranch at Covina, where he was passing his vacation.

LORD STRATHCONA ARRIVES.

New York, Aug. 20.—Lord Strathcona, who is now 49 years old, accompanied by his grandchildren, Donald and Miss Frances Howard, arrived on the Mauretania to-day en route to Winnipeg. A Calcutta telegram states that a movement is on foot in Calcutta to raise funds for the erection of a statue of Lord Kitchener. It is receiving an enthusiastic response, particularly among the army.

ROUGH TRIP OF
BRITISH BARQUE

THE ZINITA HAS
ARRIVED AT SEATTLE

Sailors on Short Rations for
Weeks Before Reaching
Port.

Seattle, Wash., Aug. 20.—Battered and beaten by furious gales which beset her almost constantly, the British barque Zinita, Capt. Spivey, is in Seattle harbor to-day, 273 days from Newcastle-on-Tyne, having been towed in last night. Not in years has a sailing ship brought to Puget Sound such a tale of terrific gales, coming in such numbers that the master and crew believed that they were doomed to find watery graves. With rigging and canvas bearing witness to the most severe voyage of the year, with upper gear damaged and weather beaten, the Zinita overcame the hard luck which followed the custom is to anchor for the night if possible when passing through. The vessel signalled as she passed Madeira but did not stop. She brought not only her bunker coal for the outward voyage, but also for the return, having at present in her bunkers nearly 1,400 tons of coal, more than enough for her return. As soon as the vessel passed through the Straits of Magellan she struck bad weather, and had had nothing else since. It was especially rough off the coast of California, with bad head winds. The steamer took 48 days 12 hours in all, making an average of 12 knots a day. Yesterday the cable ship Burside was sighted, and Captain Dunn, seeing that she had wireless, signalled to her and asked to be reported. He much appreciates the courtesy of the American captain in sending the report. The Floriston has never been to these waters before, but she has done a good deal of government work. During the Boer war she made regular sailings with supplies for the army between London and Capetown, making the run in 26 days each way. She has also carried supplies for the United States navy department from Baltimore to Manila. Captain Dunn is a Clyde captain and has his wife with him acting in the capacity of stewardess. Besides this he has a crew of 24 men. Mrs. Dunn enjoyed the beautiful scenery when passing through the Straits of Magellan. There was a good deal of wind, but the mountain scenes, the great walls of the glaciers and the rugged beauty of the whole scene made delightful pictures. The Floriston will probably get a grain freight back to the Old Country. She gets but fifteen shillings for the coal and briquettes expecting to make up on the return. This charter was secured on the stock exchange where most of the chartering is done. With 27s. 6d. for the return she will be getting 42s. 6d for the round trip. She can carry about 4,000 tons besides her bunkers.

FINED FOR ILLEGALLY
STARTING TIMBER FIRES

One Man is Ordered to Pay Two
Hundred Dollars and
Costs.

Vancouver, Aug. 19.—The initiation of an active campaign against persons illegally starting timber fires was made yesterday afternoon when Henri Gatzke, B. F. Andrews and Robert Smith, paid into the provincial police court fines aggregating over \$250. The provincial fire wardens have been instructed to watch closely for breaches of the ordinance and prompt court proceedings are promised against all those committing infractions. Henri Gatzke was charged before Magistrate Alexander with setting a fire in South Vancouver without a permit. He pleaded guilty, and was fined \$1 and costs, amounting to \$3. B. F. Andrews, of Hastings Township, had a fire set in a clearing fire, but failed to watch it properly and it got away. He was fined \$50 and costs. In the last case, that against Robert Smith, in which the charge was one of starting a fire on another person's property, and without a permit, a plea of "not guilty" was entered. A number of witnesses were produced, among them a five-year-old child, and their evidence went to show that the accused started a fire a week ago last Sunday on another man's property, without having a license even to make one on his own. In finding him guilty, his worship reprimanded him severely. His fine was the maximum, \$200 and costs.

ATTACKS FELLOW PRISONER.

Convict Who Reported Plans of Proposed
Jail Break is Wounded.

Pittsburg, Aug. 20.—Following an attempted wholesale delivery at the Western penitentiary, news leaked out yesterday that one convict had probably fatally wounded another. According to reports the convict had a grudge against the wounded man, who, it is said, prevented the attempt to deliver by reporting details of the plan to the warden. Yesterday the two men met in the corridors. Drawing a knife that he had evidently carried for weeks, the convict plunged it into the other man's side. Guards rushed to the wounded man's assistance. Details of the attempted delivery are being suppressed.

EARL GREY TO
ARRIVE ON 29TH

Governor-General and Party
Will Be Here in Ten
Days.

(From Friday's Daily.)
According to an official intimation received at the Lieutenant-Governor's office, His Excellency Earl Grey, Governor-General of Canada, will reach Victoria on Sunday, August 29th. As His Excellency's present tour of the West is primarily for the object of securing a rest from the routine of public business, he is attending as few public functions as possible, and there is no certainty that he will deliver any addresses during his forthcoming visit to this city. The secretary of the Canadian Club has received no word of acceptance of the club's invitation to address the club, nor has Mayor Hall been apprised that it will be agreeable to His Excellency to receive an address from the citizens. It is altogether likely that His Excellency and party will rest very quietly for two or three days here, as guests of Hon. James Dunsmuir, Government House, where he will be joined by Countess Grey. His Excellency purposes going into camp for a couple of weeks in the beautiful Windermere district in the Columbia valley, and en route to that point he has consented to stop over for a day at Vancouver and formally open the new bridge over False creek. Earl Grey and party according to late information from the North, were due to reach Prince Rupert to-morrow on the way back from the Yukon country. Although it was admitted that the secret meetings had been going on for a week, it was denied that the meetings had anything to do with the returning of Harriman, who sailed for home Wednesday.

FLAMES SWEEPING
OVER TIMBER LANDS

Damage on Coeur d'Alene Res-
ervation Amounts to
\$600,000.

(Times Leased Wire.)
Coeur d'Alene, Idaho, Aug. 20.—A line of fire three miles in width is reported to be sweeping the valuable timber limits of the Coeur d'Alene Indian reservation, causing thousands of dollars damage and seriously impairing the value of the claims recently sold by the government to home seekers. The fire, according to advices received here from Rockford, has already caused damage estimated at \$600,000, and there is apparently no means of holding it in check because of a heavy wind. The fire started yesterday in a camp of the Oregon Railway & Navigation Company, and it is feared that parties of surveyors may be caught in the swirl of fire. Apprehension is felt by the road officials, particularly for the safety of Everett Harriman, son of E. H. Harriman, the railroad king, who, with a school chum, is on the "Chain Gang." No word has been received from any of the parties owing to the difficulty of communication. The fire is reported to have destroyed standing timber between Lockwood and Rockford on the west and Rockford Bay and Coeur d'Alene Lake on the east.

CENTENARIAN DEAD.

Utica, N. Y., Aug. 19.—Mrs. Sarah Royland Morris, aged 100 years, died at her home in Utica, N. Y., yesterday. She was born in Wales, but had been in this country for 84 years.

MORE STEAMERS
FOR PACIFIC

CHAPMAN & SONS TO
INAUGURATE SERVICE

Big Freighter Being Built at
Stockton With Object of
Running Here.

Another steamship company has its eyes on the Pacific, and is talking of placing a line of steamers on the run between this coast and the Old Country. The company in question is Chapman & Sons, of Newcastle-on-Tyne, the owners of the steamer Flotation which is at present in Esquimalt, having arrived this morning. Captain Dunn, who is in command of that vessel, says that his firm is seriously considering the advisability of placing vessels on a regular run around South America and probably coming as far north as these waters. The Flotation, although a useful steamer is getting out of date. The company, however, owns two fine big freighters, the Carlton and the Amberton. Another ten thousand ton vessel is being built for them at Stockton. These three would be sufficient with which to open the service. At present the two vessels are doing general tramp work and their owners are not satisfied. They think they can make more money on a regular route.

MARRIAGE AT THE
COLUMBIA COLLEGE

Richard S. T. Taylor and Miss
Eva Ethel Woodward
Wedded.

New Westminster, Aug. 19.—A notable event in the college society of this city took place yesterday afternoon at 3.30 o'clock, when Miss Eva Ethel Woodward, of Sapperton, was united in the holy bonds of matrimony to Richard S. T. Taylor, B.A., of Ottawa. The wedding took place in the parlors of Columbia college, the principals, Rev. W. J. Sippell, D.D., reading the service, being assisted by Rev. C. W. Brown, E.A., B.D., and Rev. J. C. Calvert, B.D. The bride was given away by Rev. J. C. Calvert, B.D. Miss Woodward, of Sapperton, sister of the bride, acted as bridesmaid, and Miss Young, of Calgary, was maid of honor. The groomsmen were Mr. Harold Crosby and Rev. E. D. Braden was usher. Both contracting parties are graduates of the college, and among fifty guests were included many ex-students of the institution, school-mates of the bridal pair. The newly-married couple left immediately for their honeymoon tour to visit friends. Following a short honeymoon, they go to Victoria, where the groom will be ordained as a minister in the Methodist church, going in October as missionary to West China. Before his trip to the Orient he will tour the Young People's Societies of the Victoria Methodist district, which district will support him while in the Far East.

MORGAN WILL BUY ROAD.

Springfield, Ill., Aug. 20.—J. P. Morgan to-day paid to the secretary of state his personal cheque for \$36,047 for articles of incorporation for the Chicago Great Western railway, which he will buy to-morrow at the receiver's sale. The company will be re-organized with a capital stock of \$36,000,000. The incorporators and the board of directors will be composed of members of the Morgan law firm in Chicago and dummies, the road being entirely under the control of the great financier.

WILL SIT FOR QUEBEC EAST.

Sir Wilfrid Will Announce Decision
When House Meets.

Ottawa, Aug. 20.—There will be no federal bye-election for Ottawa in October. There will be none until after the house opens. It is understood that Sir Wilfrid will resign his Ottawa seat and sit for Quebec East, which he represented so long. Under the law there would be a difficulty during recess in resigning one seat without resigning both. He will therefore wait until the house meets and announce his decision to sit for Quebec, and the Ottawa bye-election will follow.

EXPLOSION DESTROYS
MANY BUILDINGS

Causes Panic in Osaka, Which
Was Recently Visited by
Fire.

(Times Leased Wire.)
Osaka, Japan, Aug. 20.—This city was shaken to-day by the tremendous explosion of two great military powder magazines at 2 o'clock this morning. Four soldiers were fatally injured, many were seriously hurt and a great number of buildings destroyed by the explosion. Thousands of refugees from the recent conflagration which wiped out one-fourth of the city, thought the explosion was an earthquake and there was terror