

INTERESTING DATA ON
LILLOOET'S SURVEYSNotice to Mariners Contains
Valuable Hydrographic In-
formation for Navigation.

In Pacific Notice to Mariners, No. 17, issued by the department of marine and fisheries, information respecting Chatham Sound, the approach to Prince Rupert and the North Skeena passage, is added to the hydrographic data already published from the surveys of the Dominion government's steamship Lillooet this summer.

Following is the notice to mariners in full:

Approach to Prince Rupert.

Capt. P. C. Musgrave, Canadian Hydrographic Survey, Prince Rupert, B. C., furnishes the following hydrographic notes relating to the approach to Prince Rupert:

Petrol rock, with 16 feet over it, bears N. 53 deg. W. 10-14 cables from the north extreme to East Kinahan Island and S. 37 deg. W. 6-440 cables from the Chasapot rock. It is only 480 yards north of the Coast Island range, and extends 600 yards in an east and west direction by 400 yards north and south, the shoalest spot being nearly in the middle.

Kinahan Island comprise two large islands, two smaller ones of the southern shore of West Kinahan and a rocky islet off the west side of the same island. The group is a mile long in a northeast and southwest direction by 5 cables wide. All the islands are densely wooded, the eastern and highest being 170 feet high.

A bank with five or six fathoms over it extends from the south extreme of the southern island with a depth of seven fathoms bearing N. 55 deg. E. 600 yards distant.

A rock with 18 feet over it, not marked by kelp, bears N. 38 deg. E. 700 yards from the southern extreme of the southern island.

Another bank with six to seven fathoms over it extends 24 cables S. E. from the eastern island, the southern extreme with seven fathoms on it bearing N. 49 deg. E. 4-10 cables from the south point of the southern island. Deep water, 40 to 50 fathoms, extends south of these banks for 7 1/2 cables towards Greenpoint Island.

An anchorage is an anchorage in the bay on the east side of the islands in 11 to 12 fathoms mud, nearly in the middle, with the south extreme of the southern coast islet in line with the south point of East Kinahan Island bearing N. 83 deg. E. or the back coast island range light in line with the same point bearing N. 56 deg. E. and also the western extreme of Tugwell Island in line with the eastern extreme of West Kinahan Island N. 60 deg. W.

The gap between East and West Kinahan Islands just open, N. 77 deg. W. will lead clear of the eighteen-foot rock above mentioned in 4 fathoms.

This anchorage is exposed to the southeast and is not recommended for winter use.

To the westward of the group there is deep water, 10 fathoms will be found one cable southwest of the rocky islet 12 feet high.

There is a small rock with 3 1/2 fathoms over it bearing N. 47 deg. W. of this islet and distant 2-10 cables.

Marion rock is the principal outlying danger situated N. 78 deg. W. 3 1/2 cables from the west point of West Kinahan Island. It dries one foot at low water.

A shoal patch with four fathoms on it bears S. 72 deg. W. 5-1-10 cables from the northern extreme of Kinahan Islands.

Southern Approach.

Greenpoint Island is a gray rocky islet, with three partially detached heads, the highest of which is 22 feet high and covered with grass.

Its middle is situated S. 22 deg. E. 1-10 miles from the north, southerly of point of Kinahan Island. It lies E. by N. and W. by S. 500 feet long terminating at its east end in a beach 200 feet long upon which driftwood and logs collect. It is 75 feet high and dries at low water for 185 yards to the westward and 240 yards to the eastward, keeping growing thickly around it during the summer months.

Shoal water extends 1 1/2 cables to the eastward and uneven ground is to be found for 6 1/2 cables to the N. N. W. On the south side it is comparatively steep-to, the 20-fathom contour reaching to within 300 yards of the summit.

To the westward a shoal marked with kelp, with 1 1/2 fathoms over it, bears N. 77 deg. W. distant 1 1/2 cables, and fathoms and fathoms will still further to the westward, the outer patch of 14 fathoms lying N. 81 deg. W. 7 1/2 cables from the summit.

Between Greenpoint and Holland Islands there is a bank having a least depth of 8 1/2 fathoms over it, the western extremity of which lies S. 74 deg. E. 5 1/2 cables from the summit of Greenpoint Island. It extends in an E. N. E. direction for 4 1/2 cables.

Holland Island, 10 feet high and very small, is situated N. 70 deg. E. 1-10 miles from the east end of Greenpoint Island. It is steep-to on its south side, but dries 1 1/2 cables N. N. W. It forms the east end of a bank, over 20 fathoms, 1-1 1/2 miles long and a half mile wide on which are a couple of small spots that dry at low water.

Light-On Holland Island there has been erected a lighted beacon consisting of a cylindrical steel tank standing on a steel framework and surmounted by a pyramidal steel frame supporting a lantern. The light is painted red. The white light is automatically occulted at short intervals, is 32 feet above high water mark and should be visible 10 miles from all points of approach.

Until the ground between Greenpoint and Holland Islands is thoroughly examined mariners are advised not to pass between. Vessels bound for Prince Rupert harbor from the southward should give Holland Island a berth of from one to five cables and head up for Barret ledge gas buoy when they pass over not less than 10 fathoms.

North Skeena Passage.

Capt. P. C. Musgrave, Canadian Hydrographic Survey, Prince Rupert, B. C., furnishes the following hydro-

graphic notes about North Skeena passage:

North Skeena Passage.—This passage lies between Smith Island, Lelu Island and Twickenham peninsula on the north and Smith Island on the south. The deepest water is on the south side, following the shore of Smith Island and its outlying rocks and ledges, and is 1 1/2 cables wide at its narrowest part, 7 cables south of Tree point. Off this latter point it is 3 1/2 cables wide with 8 fathoms on it.

The dangerous Mid rock, which uncovers 6 feet at low water, divides the deeper, the western one being the deeper with 10 fathoms in it, whilst the eastern, 5 fathoms deep, is the more commonly used.

Opposite Hicks point, the northwest point of Smith Island, the channel narrows to 1 1/2 cables, between it and Inverness wharf.

Hence the passage turns E. by N. with a depth of 10 to 11 fathoms.

No information is available at present for the passage beyond Dominion cannery.

Kitson Island, situated to the westward of the entrance to the passage, is 1 cable long in a north and south direction, with an average width of 1 1/2 cables. Its western point bears N. 15 degrees E. 1 1/2 miles from Holland Island and S. 37 deg. E. 1 1/2 miles from the northwest extreme being 170 feet high.

An excellent sand beach is on the eastern side and forms part of the extensive bank that dries nearly to Lelu Island.

Kitson Islet, 15 feet high, lies 1 1/2 cables north from the north point of Kitson Island. It is rocky with a few trees upon it, the sand drying around it from 3 to 6 feet.

Lelu Island is conspicuously marked by a hill 264 feet high over its south point, called Leer point. A long narrow island lies in the channel between Lelu Island and the mainland to the north-westward, and there is a passage for launches on its south side, at half tide, leading into Porpoise harbor.

McDonald mountain, 2,460 feet high, forms a prominent mark on the northern shore of North Skeena passage, and is 1 1/2 miles northeast from Inverness. The ridge upon which it stands trends W. S. W. 1-4 miles, terminating in a sharp crest 1,700 feet high, sloping into Porpoise harbor.

Smith Island is steep-to at its western extreme and forms the southern shore of the passage.

McGrath mount, 2,180 feet high, is the prominent summit of the island. The west shore, one mile from the entrance, becomes very irregular and broken up. Tsum-Tsadi is a remarkable indentation in the island. It has an entrance 50 yards wide and extends E. N. E. 1/2 miles from McGrath mount, to a small E. S. E. for over one mile.

Soundings of 14 fathoms were obtained half a mile from the entrance, but the water is shallower.

A very strong rapid is formed by the tides at the entrance, rendering it dangerous for small boats except at slack water.

A group of rocky islets with a few stunted trees upon them, the highest being 15 feet high and having the outer one lying S. 15 deg. E. 6 cables from Tree point, are prominent objects. To the north of this group, bearing S. 21 deg. E. 4 cables from Tree point, there is a cluster of three rocks, the highest being 7 feet high.

An extensive bay, one mile deep, with mud bottom, lies between these rocks and Tree point, the whole drying at low water.

Tree point is the western extreme of a detached island off the northwest side of Smith Island. It is wooded, the tops of the trees being 224 feet high. A rocky cliff forms the tangent when seen from the south.

Hicks point, the northwest point of Smith Island, is rocky and wooded, steep-to on its west and north sides. A mud flat, drying from 6 to 12 feet, is formed between Tree and Hicks points.

Inverness Cannery (Willacott), with post office and telegraph station, one of the oldest canneries on the Skeena river and is a port of call for most of the coasting steamers. It is situated on the proposed route of the Grand Trunk Pacific railway.

Dominion cannery, on Smith Island, is half a mile east of Hicks point. The wharf dries at low water.

Danger in North Skeena Passage.—A bank of mud and sand extends from Kitson Island for one mile E. S. E. and forms the northern edge of the passage. Local experience tends to show that this bank is gradually shoaling towards the entrance, and the water extends one cable west from the southwest entrance point to Tsum-Tsadi, its extreme bearing S. 8 deg. E. one mile from Tree point.

Tsum-Tsadi rocks are a dangerous group with three heads, the outer of which dries 6 feet and lies S. 8 deg. E. 7 cables from Tree point. The least water of 3 1/2 fathoms in the channel is opposite these rocks.

Two rocks, the southern drying 4 feet and the northern 11 feet, lie close off Tree point.

Mid rock is a serious danger lying in mid channel between Hicks point and Lelu Island. It is flat with two heads, the highest drying 6 feet.

Buoy.—A conical buoy, painted in red and black horizontal stripes with the letters M. R. painted in white, is placed close to the rock on the south side.

The following angles will fix the position of this rock:

Deg. Min.
North tangent Hicks point 23 40
West tangent Tree point 102 30
South tangent Lelu Island 49 10

To clear this on the south side, keep Kitson Islet open clear of Lelu Island S. 35 deg. W. 7 1/2 cables east of it keep E. by N. 1/2 mile from the northwest extreme of Smith Island in line with Tree point, S. 10 deg. E. 1/2 mile from Hicks point over mud, lies between Mid rock and the mud flat between Hicks point and Tree point. It bears E. by S. 1 1/2 cables from Mid rock and there is a depth of 3 1/2 fathoms between it and Smith Island.

Three rocks extend one cable south-east from a point on the north mainland and have a mile above Inverness Cannery. The southern one dries 5 feet and bears N. 6 deg. E. 6 cables from Hicks point and 1 1/2 cables N. 17 deg. W. from the eastern entrance point of the passage in which is situated the Dominion cannery.

Beacon.—A white rectangular beacon has been placed on the north shore 2 cables west of the Inverness cannery, which in line with Tree point N. 4 deg. W. leads through the channel in

the deepest water to within two cables of Tree point.

Directions.—When approaching from the northward, the north extreme of North Skeena Island should not be brought north of Greenpoint Island, S. 83 deg. W. until the mark for the passage comes on, which leads through the deepest water of 3 1/2 fathoms. From the south, Skeena Island may be kept fairly close on board and the mark brought on before passing the west point of Smith Island. As soon as the entrance to Tsum-Tsadi comes abreast a course should be shaped to pass one cable west of Tree point when the beacon may again be headed for to lead between Mid rock and two and a half fathoms patch in 5 fathoms. This course should be continued until Tatenham point comes in line with the northern extreme of Hicks point N. 76 deg. E. and a course kept in the middle of the channel to the eastward.

Anchorage.—A good anchorage in 12 fathoms over mud will be found with Tatenham point in line with Hicks point N. 76 deg. E. and the north entrance of Kitson Island in one with the south extreme (Leer point) of Lelu Island S. 32 deg. W.

LADYSMITH WINS IN
FIRST PACIFIC MATCHVictoria Men Fail to Score—
Defeated Through Lack of
Combination.

At the Royal Athletic ground Saturday afternoon the Ladysmith soccer team, while nothing three goals also kept the Victoria men from scoring in the first Pacific Coast League game the two teams have been engaged in. The result of the match puts the Victoria team equal with Vancouver with one defeat each, while Ladysmith and Nanaimo are in the lead with a win each to their credit. Seattle has not yet played a game.

The local team turned out a weak eleven through the fact the three good men of the side were not registered in time to admit them to play in the game. The goals obtained by the winners were scored one in the first half when Saunders, outside right, shot the ball through from a distance, beating Beane in goal by a considerable margin.

In the second half Adam was awarded a penalty kick for being fouled by Johnston. The result was the second goal to the visiting team. Warburton, inside right for Ladysmith, was responsible for the third goal against Victoria scoring towards the close of the game.

Throughout the match the local men played a hard game, but were beaten out in system and combination as well as in strength. At the close of the game the visitors were in comparison to the locals a fresh team. Their play throughout was superior and the lack of combination on the Victoria side was deplorable. Individual play, as in the trial game the previous Saturday, marked their play, while the visitors, with a handy combination on the defence lines, had no great difficulty in slugging the Victoria attacks. Of the local men, O'Connor was the bright particular star. He played a head game through and Adams, of Ladysmith, was the only visitor who had to fight for his position. The game from the standpoint of the umpire, was a good one. It was at all times easy to keep in hand and was free from any sign of roughness throughout.

The umpire, A. Hicks, of Seattle, who acted in place of Bradshaw, of Nanaimo, gave satisfaction to both sides. The attendance was poor, suffering through the day being the last of the show and the winter. The present service will be discontinued on Saturday, October 10th, and on the following day the winter time table will go into effect.

With Vancouver hopelessly beaten by the Minotaur holders at Westminster on Saturday when the champions had registered eight goals to nothing at the end of the first half, the game broke up in a row, the like of which has not been seen on a lacrosse field in the West before. The cause of the disturbance was a scrap in the field between Green and Gifford, and resulted in rotten eggs and missiles of all kinds being thrown at the members of both sides, while the spectators of either team joined in the fray and let the blood loose in a wild fight for a few moments. George Paris, the colored trainer of the Vancouver team, heightened the excitement by producing a revolver and letting fly with it. Paris was afterwards secured and handed over to the police, while the gun taken away from him was found to be loaded with live cartridges, and the end of the Paris was taken into custody by the police for his own protection. The Vancouver players were spared to the victors, as they were when aboard their car was showered with eggs and became the target for harder missiles. None of the players received any serious injury.

The row commenced when shortly before half time Gifford and Green slashed at one another with their sticks in brutal fashion, cutting each other faces severely. The fracas was the signal for other players to join in when the supporters of either side rushed the field to the support of their own men and joined in the fray. Paris was prominent in the battle, and when eggs were thrown he and Green were forced to run from the ground. The row continued at the entrance to the dressing room, where Paris was again struck with a rotten egg and instantly pulled a .38 Smith & Wesson revolver. One bullet was fired when Paris was seized by the bystanders and relieved of his weapon. Green and Gifford, in an attempt to quell the disturbance they had created, shook hands in front of the crowd and were escorted from the field by the police and the officials. Green appears to have been the aggressor in the disturbance, having slashed at a player early in the game, but it was not till a few minutes from the half that he and Gifford got into the eventful mix up. The game was not concluded and the row brought the season to a close in an unenviable manner.

ROYAL MINES WILL
GET BETTER SERVICESpur Line Being Built to Facilitate
Shipping
of Coal.

Lethbridge, Sept. 28.—Work on the construction of the spur track from the main line of the Crown's Neck branch of the C. P. R. to the Royal mines, is progressing rapidly, and it is expected that it will be in operation early next month. At the mine a new incline is being sunk and a tramway built to connect up with the former workings. As soon as the spur is completed the Royal will be able to put a lot of coal on the market, and there is a demand for all that the mine can produce. The A. R. & I. are making good progress with their new shaft between their present shaft and the Royal mine.

WIPED OUT BY FIRE.

Vassar, Mich., Sept. 28.—Bach, a small station on the Michigan Central railroad, north of Cairo, was practically wiped out by fire last night. The railway station, saw mills, and lumber yards went first and then the fire spread to residences in the village. At last reports, the fire was still raging.

F. Hall, of the inland revenue department, returned Saturday from a holiday trip to the Okanagan valley.

SUGGESTED REFORMED PERPETUAL CALENDAR
For 1911 and All Subsequent Years

NEW YEAR'S DAY	ORDER OF MONTHS WITH NO. DAYS				
The first day of the year always precedes Sunday, 1st January	Jan. 28	April 28	July 28	Oct. 28	
	Feb. 28	May 28	Aug. 28	Nov. 28	
	March 35	June 35	Sept. 35	Dec. 35	
SUNDAY	1	8	15	22	29
MONDAY	2	9	16	23	30
TUESDAY	3	10	17	24	31
WEDNESDAY	4	11	18	25	32
THURSDAY	5	12	19	26	33
FRIDAY	6	13	20	27	34
SATURDAY	7	14	21	28	35

LEAP YEAR occurs in Leap Year 1912, between Saturday, 35th June, and Sunday, 1st July, and recurs every fourth year, excepting those Century years which are not Leap Years, i. e., those whose enumeration is indivisible by four.

D. Robertson, Victoria Road, Kirkcaldy, Scotland, has published a booklet proposing a considerable reform of the calendar. He says:

There was read in parliament, a first time on March 18th, bill, introduced by Mr. Robert Pearce and backed by Sir William Bull and Messrs. John D. Hope and Corrie Grant, for the purpose of reforming and simplifying our present calendar. It is framed on the proposal of Alexander Philip, L.L.B., a gentleman of the town of Brechin, who first promulgated the subject in 1900.

We all frequently experience inconvenience because of the irregularities of the calendar; e.g., we seldom can tell without calculating, or without consulting a table for the particular year—on what day of the week any set-day of a month will fall, or vice versa. Again, the unequal number of days in the half years, quarters, and months vitiate the evenness of nature or of commerce founded thereon. The difficulty of providing a remedy for the irregularities is solved by Mr. Philip's very original but simple device of dealing with the odd 365th day of the year.

The year is evenly divided into 52 weeks by treating the odd day as the 1st of the year, but regarding it neither as the 1st nor as the 365th day of any month. It is named "New Year's Day" and is a day of the year, but nothing more. Similarly the extra odd day in leap years becomes "Leap Day," a day of the year, and nothing more. "New Year's Day" and "Leap Day" would both be made bank holidays, and, like Sunday, legal "dies non." "Leap Day" being placed at the end of June instead of at the end of February, would produce an occasional extra summer holiday.

DISGRACEFUL SCENE AT
LACROSSE GAMEWestminster and Vancouver
Mixed in Fight and Gun
Shots.

Winnipeg, Sept. 28.—A double daily service between Winnipeg and Vancouver during the winter months is planned by the C. P. R. and will go into effect on Sunday, October 11th. The figures of trains given out at the local offices this morning show some in the running of No. 1. This train formerly ran from Montreal to Vancouver, but now will only run between Winnipeg and the coast city. The same applies to No. 2.

The double daily service has been maintained in summer months only, but owing to the increased travel of the past year the officials of the company have decided to have the double service in operation throughout the winter. The present service will be discontinued on Saturday, October 10th, and on the following day the winter time table will go into effect.

RESULTS OF MATCHES
IN ENGLISH LEAGUES

London, Sept. 28.—Only one of the matches scheduled for Saturday afternoon was not played, the fixture at Blackburn with Sheffield United being postponed. In almost every instance the results were as expected.

First Division.

Woolwich A. 1; Preston N. E. nil. Notts County, nil; Bristol, 1. Sheffield W. 1; Newcastle U. 0. Leicester F. 1; Middlebrough, 1. Everton, 6; Manchester C. 3. Manchester U. 2; Liverpool, 2. Bradford City, 4; Burny, 1. Chelsea, 0; Aston Villa, 2. Sunderland, 2; Nottingham F. 1.

Second Division.

Birmingham, 2; Burnley, 0. Blackpool, 1; Leeds, 0. Bolton W. 2; Grimsby Town, 0. Chesterfield, 2; Clapton O. 0. Derby County, 0; Barnsley, 0. Gainsborough T. 1; Fulham, 1. Glossop, 2; Oldham A. 1. Hall City, 1; Tottenham W. 0. Stockport C. 1; Walverhampton W. West Brom. A. 1; Bradford, 0.

Southern League.

West Ham U. 4; Luton, 0. Brighton and H. 0; Brentford, 0. Plymouth A. 0; Crystal F. 0. Leyton, 1; Swindon, 2. Southampton, 2; Portsmouth, 0. Reading, 1; Exeter, 2. Norwich C. 1; Northampton, 0. West Brom. A. 1; Bradford, 0. Coventry, 2; South End, 5.

—Last evening a quiet wedding was celebrated at the Victoria West Methodist church, by Rev. A. E. Roberts, the contracting parties being Mr. Charles Hine and Miss Cora Coates, both of this city.

—Among the exhibits at the Fraser centenary, which opens to-morrow at New Westminster, will be the ancient printing press so well known here, on which the first issue of the British Columbia Gazette was printed. It was brought to this province in the early sixties by the first contingent of Royal Engineers, who were quartered in Victoria. It will be in charge of one of the survivors of the corps who settled in the province.

FIRE CHIEFS OPEN
CONVENTION TO-DAYMany Visitors Are in City From
Various Coast
Points.

(From Monday's Daily.)

The delegates to the annual meeting of the Pacific Coast Association of Fire Chiefs, which this year is taking place in Victoria, assembled at 3 o'clock this afternoon in the council chamber of the city hall, when there were present about fifty representatives of the fire departments of the various Pacific Coast towns and cities.

The opening business of the session was confined to introductory matters pertinent to the business to be brought before the meeting during the session. There were present, among others: J. H. Carlisle, chief Vancouver, B. C.; Geo. McAlvey, chief Tacoma, Wash.; L. H. Fowler, chief, Lethbridge, Alta.; John Parker, chief, Nanaimo, B. C.; R. McKay, chief, Kamloops, B. C.; J. Smith, chief, Ladysmith, B. C.; D. Campbell, chief, Portland, Ore.; Andrew Bruce, chief, Hoquiam, Wash.; Fred Kelly, chief, Wallace, Idaho; J. E. Throw, chief, Wenatchee, Wash.; W. H. Ellis, chief, Baker City, Ore.; W. H. Stoves, chief, Kelso, Wash.; J. Jones, P. Roosevelt, Allen Jones, Centralia; Robt. Durney, Hoquiam; H. Strachan, chief, Seattle; H. W. Bingham, chief, Seattle department; Gardner Kellogg, fire marshal, Seattle; H. Jones, city electrician, Seattle; H. Roberts, captain Ballard division fire department, Seattle; Mr. Metz, chief, Walla, Walla, Wash.; H. Myers, chief, Spokane, F. C. Miller, chief, Centralia; C. E. Sumner, chief, Anacortes.

A. G. Long, the well known fire department supply man from Portland, who is supplying the local brigade with two new chemical engines, is a visitor to the convention.

Among the ladies who are visiting the city with the delegation of fire chiefs, are Mrs. Campbell, wife of David Campbell, chief of the Portland brigade. Mrs. Campbell also attended the session of fire chiefs held here two years ago, and this morning says she is delighted with the city again, and notices many new buildings and a general air of progression among the many improvements.

Mrs. Bruce, wife of the chief of the Hoquiam fire department; Mrs. Ellis, accompanying her husband, chief of the Baker City brigade, with their family; Mrs. Kingsley, of Minneapolis, mother of Chief Kingsley, of Everett. Mrs. Kingsley is accompanied by Miss Johnston and Miss Koppes, of Minneapolis, whom she is chaperoning on a tour of the West. They are staying at the Dominion hotel, where some fifty of the delegates are making their headquarters.

TECUMSEHS ARE
CHAMPIONS OF N. L. W.Final Standing of Eastern Lacrosse
Teams in League
Table.

The Tecumsehs are undisputed champions of the National Lacrosse Union. At a special meeting of the N. L. U. at the Windsor hotel, Montreal, the protest of the Cornwall Lacrosse Club against the Nationals was thrown out, and Tecumsehs therefore wind up the season with a clear claim to the championship title. The final standing of the N. L. U. is as follows:

Teams.	Won.	Lost.	For.	Against.
Tecumsehs	8	4	75	54
Cornwall	7	5	56	56
Capitol	6	6	68	62
Nationals	5	7	71	74
Montreal	4	8	64	68
Torontos	4	8	64	68
Shamrocks	4	8	72	77

COAL PRODUCTION IN
LETHBRIDGE DISTRICTGreat Expansion of Industry
During Past Few
Years.

Lethbridge, Sept. 28.—Coal mining in this district has expanded with the growth of the country. A few years ago the only mines at this point were the Galt and Pioneer. To-day there are two large mines, the Royal and Diamond, upon the development of which the position of superintendent has been expended. The Royal mine, is located north of the Galt mines on the Belly River. It is already producing several hundred tons a day, and it will not be long before it will be producing over a thousand tons. The coal from this mine is of an excellent quality, and there is a demand from Spokane alone for all it can produce. A railway spur is now under construction from Lethbridge to the mine. G. L. Fraser, formerly superintendent of the International Coal & Coke Company at Coleman, has arrived here to take the position of superintendent in the Royal mine, as has J. B. Wilkie, who will fill the position of secretary.

C. N. Young, of Duncan, well known here, suffered a paralytic stroke in his office on Monday morning last. Fortunately help was at hand and he was sent up to Chehalis on the 11 o'clock train. From to-day's report it is feared that the patient is unconscious, but very slight hope is given of his ultimate recovery.

—The Ladies' auxiliary of the Y. M. C. A. have been very successful in their restaurant operations at the fair grounds during the past week. The sum of \$400 was taken, which should result in a profit of at least \$200. This is the first time as much was taken in last year's exhibition.

BOWES'
ECZEMA OINTMENT

Cures. Eczema, Salt Rheum, Scurfy, Scald Head, Ulcers, Erysipelas, Ringworm, Barbers' Itch, etc. It is not only a specific for Eczema, but for all kinds of skin diseases which are not of a blood-poison character. All diseases of a hot, itchy, or inflammatory nature yield readily to its use. It produces quick results. 50c. per package.

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