A UNIQUE PRODUCTION.

Among the bundle of parliamentary papers which reached the Times office last evening was a copy of the resolution expressing condemnation of the Grand Trunk Pacific contract Senator Macdonald gave notice of in the upper chamber. The instrument is a unique thing of its kind, and we take the greatest pleasure in producing it in full. It is so charged with contradictions, and therefore so completely in harmony with the speeches of Conservatives in the House of Commons, that the conclusion is obvious that the author must have been inspired by his leader to take the initiative in the division of parliament whose members are popularly supposed to be least amenable to party discipline, and therefore most likely to view from an independent standpoint the important matter now before the people and their representatives. Possibly also the success of the Senator in killing another measure intended primarily and particularly for the benefit of the people of British Columbia, tempted him to make a new venture. This province has not yet fully recovered from the blow then inflicted. We lost our opportunity then. The words of Sir Wilfrid Laurier in his great speech introducing the Grand Trunk resolution applied specially to our case then as they apply specially to the condition of Canada now: "Now is the time for action; the good tide is upon us and leads us on to fortune. If we let it pass it may never recur again; if we let it pass, the voyage of our national life, bright as it is to-day, will be arrested in the shallows." "We cannot wait, because time does not wait." "Time lost now during our wonderful development is doubly lost."

The resolution reads:

Resolved, that this House considers that contracts for important public works, involving a large expenditure of money, or extensive land grants, should be placed before parliament for consideration before ratification, and not afterwards.

That the system now in practice does not afford members of parliament sufficient time for due consideration of public important questions.

That it is exceedingly reprehensible to have the most weighty and important measures placed before parliament in the last days of the session.

That the House does not approve of the Grand Trunk Pacific railway proposition, as presented by the Premier in the House of Commons, and consider its inception incomprehensible, and its fulfilment unnecessary under existing transportation conditions.

That the entering upon a scheme of such gigantic a character as that proposed by the government, without proper surveys and exploration of the route having been first made, is reckless and unjustifiable.

That the outlay for the work contemplated is more than the country can prudently bear, together with the annual additions to borrowed capital.

That the leasing of the contemplated railway to a company is injudicious, and may be considered a free gift—that the proposed security to the country is insufficient and illusory, and stands to increase the public debt.

That in default in interest and sinking fund by the lessees, it is not desirable, in the public interest, to attach rolling stock and operate the contemplated railway, when constructed, as a government railway.

That governments do not operate railways as economically and with the same necessary, close business capacity as private companies do.

That the country has an object lesson before it in the partial failure of the Intercolonial railway.

That this House should object in the most unqualified manner to railways being constructed and operated by governments.

That the necessity does not exist for the government proceeding with the proposed railway—that the contract, as submitted, is entirely on one side and a sacrifice of public interests.

That the Canadian Pacific railway, with its excellent transcontinental line, and branch lines into the wheat and cattle country of the West, together with the rapid construction and extension of the Canada Northern railway, will in a reasonable time be in a sufficiently advanced position to afford our agriculturists the necessary transportation facilities.

That the government—with the public treasury at its command—should consider, and hesitate before doing any act which may lessen and divide traffic on the Intercolonial and Canadian Pacific railways, or cause competition.

That the one is entirely the creation and an asset of the country.

That the other has been largely aided in its construction by public grants of money and land, and is filling a highly essential place in the commercial economy of the country, and its usefulness should not be lessened.

That this House approves the action of the late Minister of Railways, Mr. Blair, in withdrawing his support from the proposed railway, and in strengthening his conviction in so emphatic a manner by resigning his portfolio rather than be an unwilling party to an unwise and injudicious project.

That the prominence given by the Premier, on the introduction of the National Transcontinental Railway bill, to an all-Canadian route is not worthy of much consideration. Canada does not build railways for military, but for commercial purposes.

That their extension into a foreign country is desirable in the interest of trade, and has little to fear from the suspension of the international "Bonding System"—the advantages being as much to one country as to the other.

That the Atlantic ports, Halifax and St. John, are now reached and available to the railway system of the Intercolonial, and Canadian Pacific Railway Company—anything said to the contrary.

That Port Simpson being now a depot harbor is a myth; and is the same bleak shore it was in 1896.

That the surrender of seven years' interest on $18,000,000—equal to $3,780,000—will be a heavy charge on the public revenue, is an unbusiness-like proposition, and a loss to the country which cannot be made up on the principle of "Free trade as it is in England."

Why the patriotic Senator fled from the capital immediately upon giving notice of his intention to move this wonderful production of his fertile imagination is yet to be explained. Possibly someone called his attention to the numerous contradictions in its terms. What can be the cause of the Senator's evident animus, displayed on more than one occasion, to the northern portion of British Columbia? Why does he desire the transportation business of Canada to be made a special preserve for all time for the C.P.R. and the Canadian Northern railways? Hon. Wm. Macdonald must be a man of much more contracted or attenuated view than he is given credit with being—a supposition almost impossible of contemplation—if he really entertains the opinion that under no circumstances shall Canada enlarge the bounds of her transportation system. We hope the Senator before the end of the five-year term given the Grand Trunk Company to finish its new line will be able to proceed to Ottawa over the northern road, and that the effect of the trip will be to broaden his conceptions of northern British Columbia and of northern Canada generally. He did well in fleeing from the face of his stupid resolutions. And yet it is a pity someone cannot be found to assume responsibility for it. The opposition to the railway policy of the government has thus far been merely a travesty upon the word debate, and the dissection of such an extraordinary pronouncement as the Senator's would have introduced the culminating point of absurdity.

COMPLETE COLLAPSE.

It is as we suspected. The Conservative party as a party has decided not to oppose the construction of the Grand Trunk Pacific railway. It will make a show of opposition just for appearance sake, and to justify its existence as an opposition. It will tell the people of Caanda how much better bargain it could make if it had the opportunity, and the people of Canada will contrast the bargain it did make when it was in power with the contract the Laurier government has entered into with the Grand Trunk Company.

The Liberals have not given away an acre of the public domain since they were called to power. That was a principle they laid down when they were in opposition, and they have adhered strictly to it. Let any reasonable man consider the tremendous increase in the value of the assets of the country when the new transcontinental road is completed, and he will realize the vital importance of the project to the Dominion and to the different provinces whose public lands extend along the zone affected by the line. We knew it would be only a matter of time until this feature of the contract would permeate the understanding of the opponents of the government and convice them of the futility and impolicy of the frantic, frenzied attacks they were making on the undertaking. Add to the entire absence of any land grant the very small liability the Dominion will assume in comparison with the tremendous expansion of the public debt on account of the C.P.R. at a time the credit of Canada was not nearly so high as it is at present, and the absurdity of the opposition attacks will be thoroughly appreciated.

Now the cry is that the construction of a new transcontinental line is necessary and that the demand for increased transportation facilities is urgent, that the terms of the government's contract with the Grand Trunk are not absolutely vicious, as was at first supposed, but there is no guarantee that they will be carried out, and the company has treated that part of Canada it at present serves so badly in the matter of rates that it should not be given an opportunity to treat other portions of the country after the same manner. This is in line with the reasoning of Senator Macdonald, who says the C.P.R. and the C.N.R. are sufficient for Canada. We would recommend the critics to read the agreement with the Grand Trunk Pacific Company. They will find in that instrument the fullest guarantees for the protection of shippers and for the fulfilment of the terms of the contract to the very letter. Nor are the provisions to remain inoperative until the company has earned 10 per cent. upon its capital as was provided in the one great undertaking the Conservative party managed. The government will have absolute control of rates. If within the specified time the company fails to meet the interest on the cost of the eastern section the deficit will be added to the capital invested by the people, while if the company continues in default the whole of the line with its rolling stock may be taken over by the government in satisfaction of its claims. This provision proves how grotesque is the claim that there is no guarantee that the Grand Trunk Company will meet its obligations either as to interest or operation. It cannot discriminate against the eastern section without injury to the western section. It must work the line as a whole with the purpose of making it a financial success, and the management has no misgivings whatever about doing that, or the name of Charles M. Hays would never have been subscribed upon the documents.

Nor is the clause providing that other companies may secure running rights over the line merely put in for spectacular effect. It is possible that if the leasing company had supreme control it might make such terms as would shut out all rival lines. Therefore the government retains the right to arbitrate any possible differences. It can step in at any time and fix the terms for joint operation.

Every conceivable contingency has been provided for. The rights of the people are protected under any seemingly impossible developments. The opposition realizes that the scheme is going to be the most popular one that has ever been submitted to the country, and if it carries its attack to the hustings the collapse will be as ignominious there as it has been in the Houses of Parliament.

Hon. Robert Green, whose countenance indicates that the mission to Montreal was not a complete failure, says the Liberal leaders are not capable of giving British Columbia good government. Leaders of the wide capacity, extraordinary depth, unique ability, unimpeachable integrity and unassailable probity of Hon Richard McBride and Hon. Robert Green are the men the country has been looking for ever since the discovery of the conspiracy to rob the province on be half of the C.P.R. There is no question about that. But what British Columbia needs at the present time is not men who hope to obscure their connection with the "old gang" by tagging themselves as Conservatives, but men of character and ability—men of charactet especially. The party which gives the people the men they are looking for will win. The grafters and boodlers of previous legislatures have all donned Conservative garments, as the electors will realize when they scan the list of nominees.

* * *

A Conservative who has just returned from the East informs the Vancouver Province that "the people of all shades of political opinion seem to think that the railway is the thing they want, and are united on the general move to have the road built. They think that the opening of a new country in the West would give a big trade, and that is what they are after." That is what we are after in British Columbia, too. Public opinion in the East must be very nearly unanimous on this subject, or the Conservative party, which had started a campaign of unprecedented virulence, would not have beaten so precipitous a retreat. The country is practically unanimous on this important question; upon the advisability of building the C. P. R. on the terms contracted for by a Conservative government it was almost evenly divided. No wonder the grand old party is in a funk over the mistake it has made and dreads the thought of a general election at the present time.

* * *

Senator Macdonald, acting on behalf of the Conservative party, and therefore speaking in the name of the Conservative party, says: "That Port Simpson being now a Depot Harbor is a myth, and is the same bleak shore it was in 1896." Is this true? Is it spoken in ignorance? Or is it merely the expression of the party which would rather see the people of Canada hampered and circumscribed in their operations for lack of means of development rather than prosperous and progressive under a Liberal government?

CATTLEMEN'S CRIME.

Sheep Herder Tied to Tree and Whipped to Death.

Butte, Mont., Aug. 14.—A dispatch from Dupuyer, Mont., says:

"Fourteen masked men took a herder from the sheep camp of Joe Sturgeon on Birch creek last night, and carrying him ten miles into the mountains, tied him to a tree and whipped him to death. The men were cattlemen who had warned the sheepmen to leave the country.

"They shot many of the herder's sheep and drove the rest away. The name of the dead herder cannot be learned.

"Sheriff Taylor and a heavy posse is in pursuit of the whitecaps. Their horses were recognized by the brands."

CLAIM PRIEST'S MONEY.

Relatives Bring Action to Have His Will Declared Invalid.

Naples, Aug. 15.—A parish priest named Milone willed his whole fortune of $80,000 to the reigning Pontiff when Leo XIII. was at the point of death. The priest has since died, and his family now sets up the claim that the will is invalid. Cardinal Rampolla, as papal secretary of state, has directed a local attorney to represent him, explaining that the priest collected the money in virtue of his office, and that it should go to the church, and that Leo XIII. being the sovereign at the time, could be represented in the action by his secretary of state. The trial of the action occurred to-day, and the judge reserved his decision.

COMMITTED FOR TRIAL.

Vancouver, Aug. 15. — Postmaster Moom, of Michel, has been committed for trial on an alleged deficit of six hundred dollars. It was discovered by Inspector Dorman.

The Pacific Coast Steamship Company will on August 20th put a steamer in competition with the Mainlander on the route between Seattle and Vancouver.

To win a wager of 2s. a carpenter jumped off Hampton Court bridge into the Thames. A boat picked him up, or he would have been drowned. As the sequel, he was fined 20s. for being drunk at the time.

METHODS ADOPTED IN THE CAMPAIGN

INDICATIONS POINT TO OLD TIME PLANS

The Liberal Party Must Be Prepared—Candidates Who Are Now in the Field.

Chilliwack—Chas. W. Munro, Liberal; J. L. Atkinson, Conservative.
Comox—F. McB. Young, Liberal.
Cowichan—E. M. Skinner, Conservative.
Grand Forks—John Riordan, Socialist.
Islands—T. W. Paterson, Liberal.
Lillooet—Dr. G. Samson, Liberal.
Nelson—S. S. Taylor, Liberal.
Okanagan—T. W. Sterling, Liberal.
Similkameen—W. J. Snodgrass, Liberal.
Skeena—P. Herman, Liberal; C. W. D. Clifford, Conservative.
Slocan—Wm. Davidson, Labor.
Greenwood—J. R. Brown, Liberal.
Kaslo—J. Retallick, Liberal.
Fernie—J. McPherson, Socialist.
Vancouver—F. Williams, Labor; A. G. Perry, Labor; E. Burns, Socialist.
Yale—Stuart Henderson, Liberal.
Kamloops—F. J. Deane, Liberal; F. J. Fulton, Conservative.

The above have been duly selected as candidates for the forthcoming elections.

With the return of the ministers from Ottawa and Montreal no one can fail to notice the marked activity among the different members of the ministry to visit the several constituencies. With an absence of any announcement on the part of the delegation as to any concessions from the Federal administration, there has been a disposition to rove manifested among the ministers.

Something has suddenly arisen which prompts them all to get into the various constituencies. There is no record of stirring speeches or unfolding of policy in any of the places included in the tour, but all the ridings it would seem must be visited.

The indications point to the fact that the trip to the East was not primarily for the benefit of the province, but for the purpose of providing an election fund.

The visit to the northern constituencies was undertaken, according to the announcement of the Premier, for the purpose of adjusing some mining difficulties. Yet the Minister of Mines was left at home, and the Premier and Attorney-General made the trip, and the minister who would be held responsible for the government's mining policy was kept away from the scene of the trouble.

Hon. R. F. Green visited Nanaimo two days ago, and Hon. R. G. Tatlow has just returned from an arduous trip among the various parts of the Islands electoral district.

It is also suggestive that the Conservative organizer met the ministers returning from Ottawa in the mountains, and came to the coast with them. Since that time he has been lost.

The Conservatives are conducting a very quiet campaign, but Liberal workers should not forget that "for ways that are dark" the "heaten Chinee" has not a pre-emption. With no policy to recommend it, and with a record which is anything but a strength to the party, the Conservatives must depend upon the "still hunt" in their campaign. Liberal workers must, therefore, not allow themselves to be misled, but must be prepared to offset the advantages won by tactics which are despicable.

To-day is the last for registration of voters. Any who have left this duty off to the last moment should not neglect to enter their names on the lists to-day.

P. F. Venables has been mentioned lately as the Conservative candidate for Richmond electoral district. Mr. Venables is apparently quite willing to accept the position. The News-Advertiser says: "When questioned on the subject Mr. Venables said that he had been approached by many people in all sections of the riding and requested to come out. He had told them that he would not take any action in the matter until the convention was held. If, however, no local man came out, he was willing to let his name go before the convention. Whoever was selected by the convention as the Conservative candidate would have his support, and he would do all in his power to have him elected."

The report of the investigation into the Columbia & Western railway matter is not yet forthcoming. All the evidence was ordered to be printed at the last sitting of the legislature. This has not yet been issued from the government printing office, and it would look as though the government was withholding it until after the election campaign is over. The reflections which are cast upon Premier McBride owing to his complicity with the matter as a member of the government in the earlier stages of the deal may have been found sufficient reasons for keeping the printed evidence back. It certainly looks as though an attempt was being made to deprive campaigners of a most effective weapon.

Hon. R. Green, while in Nanaimo, according to the Free Press, emphatically denied the existence of the understanding between the Conservative leaders and J. H. Hawthornthwaite, the leader of the Socialist party, which has been freely alleged in certain quarters.

"There is no deal of any kind," Mr. Green said. "In the nature of things there could not, possibly be one. The Conservatives are in the field to win the coming election and not to make compromises or 'deals' before the fight is fairly on. Regarding the suggestion that here in Nanaimo a combination should be made between the Conservatives and the Liberals for the purpose of defeating the Socialist candidate, I am of the opinion that an arrangement which involved Conservative support for any but a straight Conservative candidate pledged to the party would be a mistake. Personally I would have a candidate nominated here if he only got ten votes."

A meeting of the Liberals of Esquimalt electoral district was held Thursday night, when the following were appointed delegates to the forthcoming convention: John Jardine, H. Bullen, Geo. Webb and V. Howard. The meeting was an enthusiastic one, and was characterized by some good addresses.

RECEIVED BY POPE.

Sir T. Esmonde Conveys Congratulations of Irish Party to the New Pontiff.

Rome, Aug. 15.—The Pope has received in private audience Sir Thomas Esmonde, representative of the Irish parliamentary party. Sir Thomas was left alone with the Pontiff, and when he wished to kneel, the Pope most amiably stretched out his hand and asked him to be seated at his side. Sir Thomas presented the congratulations of the Irish party upon the Pope's accession, and the Pontiff was much gratified, saying that the Irish were very loyal, and that he wished them all prosperity and happiness.

ALSEK COUNTRY IS ATTRACTING MINERS

The New Diggings Easily Reached From White Horse—Lands Described as Fertile.

The Princess May arrived Friday afternoon from Skagway. The reports concerning the new diggings brought down by the steamer was quite as promising as that hitherto given out. Recent arrivals from Ruby Creek told of the N. W. M. P. establishing a station there.

Andrew Johnson, who had just returned from the new fields, in an interview said concerning the distance:

"I estimate that it is 275 miles from Carmack's to the diggings. We left Carmack's at 5 o'clock on Saturday evening and reached Ruby on the following Saturday. We kept count of the actual hours and found we travelled 100 hours in the week we were on the trail. The rest of the time was spent in cooking, sleeping and resting under our packs."

He says he would not go through by that route again. There is a good trail, he says, from White Horse, and the distance is not great.

"The country looked very nice," he said. "It was worth $50 to travel through the country to look at it. A man told me he had seen 500 mountain sheep in a bunch. I know there were 12 shot while I was there. I saw their meat hanging up. The country I saw is a grand farming country. There are wonderful meadows with rich hay lands."

Other miners who have come out for food state that the way in is an easy one, owing to the country being very level. They say they experienced little difficulty in making the trip.

W. A. Godson, a member of the British Columbia syndicate that is now negotiating with the Dominion government for a charter to build a road from Kitimaat Arm to Dawson, a distance of approximately 900 miles, is in the north. In an interview published in the Bonanza Record, Mr. Godson is credited with saying:

"The charter has passed through the Senate, and the only thing that is holding the matter back is the consideration of our application for subsidy. On the granting of this subsidy rests the fate of the proposed road. It is practically assured that it will be built if the government concedes. On the other hand it is doubtful if the undertaking will be taken up in the event of a denial of the grant. The plan of the men behind the enterprise is simple and easily understood. Ten business men of Vancouver formed a syndicate to connect the Yukon with Vancouver by an all-Canadian route. Several large Canadian companies were willing to take the work out of their hands once a good charter was secured. Two railway companies have bid for the charter, and a third offer has been made by a company of Chicago capitalists. The southern terminal of the route would be Vancouver. From Vancouver to a good harbor on Kitimaat Arm is only a run of a day and three-quarters. It is estimated that the running time between Dawson and Vancouver would be four and one-half days. Freight rates would be lowered and a complete revolution in the methods of Yukon business effected. The carrying of big stocks, necessitating the outlay of large capital, would be done away with as goods could be brought in all through the year. The natural gateway to the territory would be Vancouver and Victoria. It is one of the practical solutions of the problem of winning a trade that is rightly our own, and everything possible will be done to bring the negotiations to a successful termination."

J. Harrington, Tom Kennan and 'Big Denny" Kelleher are sinking on a quartz ledge at the head of Big Skookum, and are now down 80 feet, with splendid indications. They are very enthusiastic over the outlook for something big. This ledge is believed to be the feeder for both Skookum and Irish gulches, as both rise in the same divide, and the run of gold is the same from both. The gold is very coarse in the gulches, containing some very large nuggets in fact. This ledge has been known for a year, and was prospected somewhat last summer.

Other rich finds are reported from Skookum properties.

KILLED CAPTAIN.

Murderer Confessed His Crime Before Being Executed at Honolulu.

Honolulu, Aug. 15.—Tanbara Girabaso, a Japanese, was hanged yesterday for the murder of Capt. Jacobson of the schooner Fred. J. Wood on July 30th, 1902. The murderer, after ascending the gallows, made a confession of his crime, and thanked his executioners for their kindness. Before the trap was sprung he read from a Japanese Bible and made a short prayer.

Good thoughts are blessed guests, and should be heartily welcomed, well fed and much sought after.—C. H. Spurgeon.

A TRUE STORY

How a Young Wife Regained Her Health and Beauty.

W. E. Birch, Afton, Va., an extensive fruit grower of that place, writes the following letter to the Peruna Medicine Co., of Columbus, Ohio. We print the letter in full:

Afton, Va., June 4, 1900.

The Peruna Medicine Co., Columbus, O.:

Gentlemen—"The country is so flooded with patent medicines of every kind that are worthless and a humbug, that I for one, am glad to be able to say I have found one that is everything and more than is claimed for it.

"My wife was very much run down and out of sorts in every way. She had a pelvic disorder which left her very weak, nervous and no appetite at all.

"One day I happened to be at my father's store, S. A. Birch, Coreaville, Alb county, Va., and noticed your medicine he had there for sale.

"I thought it might help my wife, so I brought a bottle of it home and within a week she commenced to eat and now she is hungry all the time and not half the medicine has been taken. We both agree that it beats any medicine to bring on an appetite and to put the nerves in good shape that we have ever had anything to do with. We had our family doctor to give her medicine and he did all he could, but she did not improve the least. She has consumption in her family and she was in such bad shape; so run down, nervous, weak, and could not eat, that I had begun to get very uneasy, but your medicine made an entirely new woman of her. I believe she eats and feels better now than she has for years.

"I have not the slightest doubt but that your medicine has saved her from a long spell of sickness, if nothing more. All my family had begun to get uneasy, but, of course, she did not know it and I have only just told her of it since she has improved so much. I had no idea it would do half what it has and don't think there is another medicine made that will begin to compare with it."—W. E. Birch, Fruit Grower, Afton, Alb county, Va.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

DULY INCORPORATED.

Thursday's Gazette Contains Announcement of the Incorporation of Tourist Association.

The Tourist Association has been incorporated. This is officially announced in Thursday's Gazette. The declaration states that:

1. The corporate name of the society shall be "The Tourist Association of Victoria," British Columbia, Canada.

2. The purpose of the association is advertising the city of Victoria and Vancouver Island as a resort for tourists and sportsmen, and as places of resort, residence and a field for investment.

3. To assist and encourage undertakings for the entertainment and amusement of tourists and visitors and provide transportation facilities for them.

4. The funds of the association shall be derived from subscriptions, grants from public bodies, and revenue from other sources.

5. The managing officers shall consist of a president, three vice-presidents, a secretary, a treasurer and executive committee of five members, and the managing officers shall be ex-officio members of the executive committee.

6. The names of the first managing officers of the association are as follows: Charles Hayward, president; Louis G. McQuade, David R. Ker and Frank I. Clarke, vice-presidents; A. B. Fraser, sr., treasurer; and Herbert Cuthbert, secretary, and the executive committee. The names of the executive committee are as follows: The aforesaid managing officers and W. G. Cameron, Stephen Jones, James Forman and Anton Henderson, all of Victoria aforesaid.

7. Subsequent officers and executive committee shall be elected annually at the first annual meeting of the association, which shall be held on the third Thursday in the month of January in every year.

8. All annual subscribers of one dollar to the funds of the association shall be deemed members thereof and shall be entitled to vote at all meetings.

9. Ordinary meetings of the association may be called at the discretion of the president or executive committee.

10. Provision for dissolution of the association may be made by the by-laws of the association.

11. To do all such things as are incidental or conducive to the attainment of the above objects.

LORD SALISBURY'S CONDITION.

Lord Robert Cecil Says His Father Seemed Slightly Stronger This Morning.

London, Aug. 14.—Lord Salisbury passed a fairly restful night. There is no material change in his condition this morning, though Lord Robert Cecil says his father seems slightly stronger.

OFFICERS FROM ESQUIMALT

Sailed on the White Star Liner Cedric For England.

New York, Aug. 14.—Among those who sailed to-day on the White Star steamship Cedric were: Lieut. the Hon. B. Plunkitt, Lieuts. R. C. Shunt, T. L. Goldie and F. H. L. Lewin, British naval officers returning from the Pacific station.

ARRANGEMENTS COMPLETED

For Annual Meeting of Washington State Press Association Here Next Week.

President Will A. Steel, of the Washington State Press Association, has issued a circular announcing that arrangements have been about completed for the seventeenth annual meeting of the association, which promises to be one of the most enjoyable and profitable in the history of the organization. The convention will meet in this city on Tuesday evening, August 25th, and continue in session until Thursday night.

It is desired that every legitimate newspaper man in Washington, accompanied, if possible, by his wife, be in attendance upon the sessions. The people of Victoria, through its Tourist Association, have promised a hearty welcome to the visitors, and are arranging to contribute to the social pleasures as well as comfort of their guests. The party will rendezvous in Seattle and leave on Tuesday morning at 8.30 o'clock for Victoria, arriving at 3 p. m.

At 8 p. m. a general meeting and public reception will be held at the board of trade rooms. Addresses of welcome will be made by the Mayor of Victoria and President Hayward, of the Tourist Association. At 9 o'clock a visit will be made to the Douglas Gardens, where a special band programme will be rendered.

On Wednesday at 9 a. m. the first business session of the association will be held. At 11 o'clock the party will divide, some to inspect the parliament buildings and museum and others to take the trip in launches to the beautiful Gorge. At 2 p. m. the electric cars will be boarded for a trip to Esquimalt. There the naval yard, dry dock and warships will be inspected, the party returning to the city at 5 o'clock. At 8 p. m. a public meeting of the association will be held.

Thursday from 9.30 a. m. to 12 noon, will be devoted to a drive through part of the residence portion of the city, Beacon Hill park, and around the sea coast to Oak Bay. At 2 p. m. the association will hold a business session, concluding its labors late in the afternoon. At 6.05 p. m. the party will be taken on a trip to Shawnigan Lake, returning to Victoria at 9 p. m.

A WARNING.

Prince Mestchersky Must Not Criticise Officials.

St. Petersburg, Aug. 14. — Prince Mestchersky, who recently criticised the high officials in his newspaper, the Grazhdanin, has received an official warning from the censor.

NOTICE.

Notice is hereby given that 60 days after date I intend to make application to the Hon. the Chief Commissioner of Lands and Works to purchase the following described land: Commencing at a post marked "W. Meed," on the west side of Effingham inlet, Barclay Sound, thence south 10 chains along the shore, thence west 20 chains, thence north 20 chains, thence east 60 chains more or less to the intersection of the shore line, thence following the shore line to point of commencement, containing an area of 80 acres more or less.

W. MEED.

Victoria, B. C., July 21st, 1903.