The Week At Ottawa

Meagre Details of Grand Trunk Submitted by the Government.

Some of the Methods of the Grafter Workers at the Capital.

From Our Own Correspondent.

Ottawa, August 8.—The government's Grand Trunk Pacific proposal will not come up now before Tuesday, the 11th instant. Sir Wilfrid Laurier tried to steal a march on the Opposition Thursday night, by suggesting that the discussion on the measure should be resumed that afternoon, having just previously laid upon the table of the house a mass of information regarding the route of the proposed line. The data does not appear to be particularly valuable, inasmuch as it consists of experiences of independent explorers, a few surveyors, and the map prepared as far back as 1891, when the modern grain carrying railway with its small curves and easy grades was unknown. Mr. Borden enquired of the Prime Minister if the volumes laid upon the table constituted the mountains of information possessed by the government in regard to the Rocky mountain section alone. Sir Wilfrid replied that so far, he had only reached the hills. Then the leader of the Opposition suggested that the right hon. leader of the house might say when the mountains were to be expected. But no answer was forthcoming, and there is little doubt but that the mountains of information referred to exist only in the imagination of the Prime Minister.

The meagreness of detail which has been given to the house in respect of the new transcontinental project, has resulted in anything like a satisfactory understanding as to the true character of the government's undertaking.

When the New Brunswick section was being discussed the other night each speaker had his own particular set of distances from Chaudiere to Edmunston, and Edmunston to St. John or Chipman, and each was confident that his figures were absolutely correct. The house is assured that the several mileages had been prepared from official maps in the railway department, and in one case, that of Mr Emmerson, it was held that it was shorter to proceed to St John by way of Chipman than by taking the direct route from Edmunston down the valley of St. John to the city of St. John. If Mr. Emmerson's contention is right, then Euclid's axiom that any two sides of a triangle are greater than a third is irrevocably destroyed and a lot of trouble has been made for the mathematical world. Mr. Emmerson was of course endeavoring to prove that Moncton was the only possible terminal of the Grand Trunk Pacific, and in doging so he was forced to play all sorts of pranks with geography.

If an examination be made of the route which has been proposed for the new government railway, it will be seen at a glance that it is preposterous to discuss the prospective cost without a full survey being made. From the north of Lake Abbitibi to Winnipeg the country is particularly well watered, and it is not improbable that millions of dollars will have to be spent in constructing bridges That section of Canada is practically a Hudson's Bay wilderness. Forty miles from Quebec the new railway will pierce an uninhabited forest, except for a few Indians who may have their domicile there. So far as Sir Wilfrid Laurier knows the interests to be served are an unknown quantity and Hon. A. G. Blair, in opposing the madcap proposition, built better than he knew. The same line of argument applies to that portion of the road from Quebec to Moncton. There, too, the government is groping in the dark, and have applied to the people that this is not a time for deliberation but a time for action. But what will action cost the people of this country? There's the rub. No minister of the crown is able to state within ten million dollars the probable outlay, and yet parliament is asked to endorse the iniquity of pledging the country's credit from $75,000,000 to $100,000,000 as a desirable investment. Enough said. Perhaps those who follow the royal game of poker or play the races may appreciate the situation, but to those who have higher aspirations in life Sir Wilfrid's suggestion is vague and empty.

As one goes further into details, we encounter more serious obstacles. To indulge in a retrospect and go back to the construction of the Canadian Pacific line, there are a few too young to recall the difficulties which the engineers who brought about that great work had to contend with. They operated in a wilderness, but they had this advantage that the route selected was contiguous to the Great Lakes and with the many lines of steel highways which pierce the northern States, under such conditions it was an easy matter to lay down supplies. But in this respect where will the men entrusted with the construction of the Grand Trunk Pacific find themselves? The government has determined to throw a line of railway through a country devoid of any of the advantages referred to. Consequently it will be necessary to construct wagon roads through almost the entire route from Quebec to Winnipeg, and here we meet an expenditure of millions of dollars again. Millions, why it is millions at every turn. Sir Wilfrid Laurier toys with them. But the people foot the bill. Mr. Blair has been accused of treating these millions in a venal mood, but compared with his late confreres he is in this respect a mild-mannered sinner.

The willingness of the Ministerialists to cheer even the most improvident part of the scheme was shown by the applause which greeted the announcement that the government would practically pay 75 per cent. of the cost of the western or prairie section of the road. It was just the same as if the announcement had been made that the company was to pay 75 per cent. Everything went. But pandemonium broke loose when the Prime Minister in a confidential vein entrusted the country with the secret that the remaining 25 per cent. of the cost of construction would be shouldered by the old Grand Trunk Railway company. Such a generous concession must of necessity appeal to the business community of this country. It rivals in magnanimity the action of a man who, receiving a handsome fortune as a present, would return to the donor a mere pittance, and represented it to be as something which came from the heart and was to be treated as an act of grace for which he should receive thanks.

But there is a more serious phase to be considered than any we have yet entered upon. Sir Wilfrid Laurier, when Hon. A. G. Blair threatened to resign, asked the ex-minister of railways to place his conscience on "Easy street" and lend his support to a policy to which he was unalterably opposed. The same line of conduct was adopted throughout his whole speech. Sir Wilfrid had one object in view, which was to mislead Canada. In doing so he grasped at straws. The interview with Andrew Carnegie which appeared in the London Times on the 25th ult., in which the iron and steel magnate suggested the abrogation of the bonding privileges granted to Canada by the United States was seized upon as an excuse for perpetrating an outrage which had been decided many days before. Isn't it a lamentable situation? Imagine Mr. R. L. Borden, the leader of the Opposition adopting such a course. Would any of his friends consider such a situation possible? With Sir Wilfrid, however, such a line of conduct seems in consonance with his duty to the public.

These are the days of plenty for grafters who are willing to do the heeler work of the Liberal party. Within the last few weeks it has been shown that the post office department, the interior department and the census department have been perfect marks for those who wished to get rich quick at the expense of the government. There is nothing too good for those who had sufficient ingenuity to pull the wires properly, and fortunes have been made in short order by those who are "next" the game. It is hardly probable that those who get the grafts in the first instance reap all the profits, and it will be interesting to know where the rake-off goes and who are the ministers that get it. Several returns have been brought down within the last 24 hours which suggest that the Laurier government is shameless, so far as the exploitation of public service is concerned. The more valuable the franchise asked for, the more readily it is granted and under this state Canada is losing millions of dollars that pass into the hands of private individuals.

Some time ago Mr. Lancaster moved for a return showing the true inwardness of the deal whereby Mr. Arch. McNee, of Windsor, Ont., secured exclusive fishing rights on a large section of James Bay. All that portion of James Bay from North Bluff, 300 miles east, to Moore's Bay, opposite Solomon's Temples islands, were his. He held the privileges of developing the fisheries in that immense territory for twenty-one years, in return for which he paid a rental of $10 per annum. Mr. McNee first applied for this lease during the early part of last year. He was then content to ask it for nine years. Commander Wakeham, a fishery inspector who has often visited James Bay and knows the district thoroughly, pointed out that the application covered an immense area and refused to recommend a lease for a longer period than seven years. Mr. McNee, however, pulled the wires and secured a lease for three times the period suggested by the fishery inspector. A few days later he secured even greater concessions by inducing the government to give him authority to transfer his rights to some unknown party. The result was that Mr. McNee's patriotic efforts to develop the fishery industry of James Bay ended in a sale of the franchise to an American company. Mr. McNee has made a handsome profit by the deal and his American friends are in possession of privileges which thousands of Canadians would like to possess. Such is the administration of the fisheries of Canada under the Laurier government.

Another interesting return is that which deals with the transfer of large tracks of land in the Northwest Territories to the Saskatchewan Valley Land company. This is one of the biggest steals ever made under the auspices of any government, and although it has been denied, it is suspected that certain Liberal members of parliament are mixed up in it. In May of last year, certain members of the company, including A. D. Davidson, A. J. Wynne, and George C. Howe, of Duluth; G. F. Piper, of Minneapolis; D. H. McDonald, of Qu'Appelle; A. J. Adamson, of Rosthern, N.W.T., and W. D. Douglas, of Cedar Rapids, applied to the interior department for a large number of even numbered sections of land adjacent to Qu'Appelle, Long Lake and Saskatchewan railway. They claimed that these were poor lands and therefore asked that they should be sold at a low figure. This is very little over a year ago, and the lands today are being sold by the company for from $7 to $8 an acre. Certain conditions were imposed with regard to settlement. This company, for instance, being supposed to place twenty settlers on three homestead lands in each township. They were to put up a deposit of $50,000 as an evidence of good faith, which money was to be considered part of the purchase price when a final settlement was made by the company. The correspondence shows that this deposit was largely paid in scrip.

No sooner did the company secure this enormous tract of land at the ridiculously low figure, than it commenced looking for modifications in the agreement, so much so that on the 5th of December last, it secured patents for 57,000 acres, although not one of the conditions regarding settlers had been complied with. The government took as security some odd numbered sections of land which the company had purchased from the railway company. In January of this year the company again asserted itself and entered a vigorous protest against the Regina land office accepting entries for free homesteads, near the company's lands on the line of railway. The company has several subsidiary companies, one of which is the Saskatchewan Farm company. In February it asked to endorse the iniquity of pledging the country's credit from $75,000,000 to $100,000,000 as a desirable investment. Enough said. Perhaps those who follow the royal game of poker or play the races may appreciate the situation, but to those who have higher aspirations in life Sir Wilfrid's suggestion is vague and empty.

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Empress Sank Chinese Warship

In Collision Which Took Place on Monday Off China Coast.

Commander of the Huang Tai and Thirteen Men Were Drowned.

The R. M. S. Empress of India, Capt. Marshall, R. N., the White Liner which became the royal yacht of the Prince and Princess of Wales on their visit to Victoria, was in collision with the Chinese man-of-war Huang Tai, 150 miles north or Hongkong, when running down the Chinese coast from Amoy to her destination in the far east. The Chinese warship sank nineteen minutes after the Empress collided with her, going down with her commander—who steadfastly refused to be rescued—and thirteen of her crew. The remainder—150 in number—were rescued by the boats of the Empress of India, which vessel sustained injuries amidships and will necessitate her going into the dry dock at Kowloon for repairs, but which did not endanger her safety in any way.

The Empress of India sailed from ocean docks on Monday, July 27th, with 1,200 tons of cargo, 26 saloon, six intermediate and 110 Oriental steerage passengers. The voyage was uneventful prior to the collision, the steamer having arrived at Yokohama, carrying good weather across the Pacific, on her scheduled time, and, after calling at Kobe and Nagasaki, she proceeded to Woosung, and after landing her Chinese freight in the Peiho River, she proceeded to Amoy, and thence southward along the China coast to Hongkong, her destination in the Orient. She was less than half a day's run from her destination when the cruiser, Huang Tai, was seen bearing on a parallel course southward. The White Liner was speeding along at the back of the Chinese warship, and was nearing a parallel position to her, when suddenly the Chinese craft was starboarded as though to cross the bow of the Empress of India for some unaccountable reason. Every effort was made to avoid the swerving Chinese vessel, but the crew of the White Liner could not do so, and she struck a glancing blow amidships on the port side of the Empress with her bow.

The Empress received considerable injuries to her upper works amidships, as the colliding warship slid along the steamer's side, and when clear of the White Liner she began to fill, being badly damaged as a result of the impact. She went down in nineteen minutes. The Chinese sailors were panic-stricken, and the commander of the Huang Tai refused to leave his vessel. He went down on board of her, together with thirteen of his crew. Many of the others of the crew of the Chinese vessel threw themselves into the sea, and were nearly all rescued by the sailors of the Empress, which had lowered her boats to rescue the drowning Chinese. Others escaped from the Huang Tai in her own boats.

The Empress of India arrived at Hongkong early yesterday morning in a damaged condition as a result of the collision, and will be placed in the dry dock at Kowloon for repairs. It is not known whether she will be able to leave Hongkong on her scheduled time.

The officers of the Empress of India are: O. P. Marshall, R. N. R., commander; Wm. Davidson, R. N. R., chief officer; H. H. Rudermaacher, R. N. R., second officer; H. L. Davis, extra second officer; A. Greenstock, R. N. R., third officer; H. Davidson, fourth officer; J. Adamson, chief engineer; Basil Hoch, purser; E. J. Carder, B. A., M. B., surgeon; C. C. A. Warren, chief steward, and Miss L. Matthews, steward.

The saloon passengers who sailed from here on the vessel were: Andre Cheredame, Dr. H. C. Dubose, Mrs. H. C. Dubose and child, Dr. Carl Dentzer, C. J. Dunlop, Mr. Edward Eagger, Archibald Firth, Miss Carrie Herman, Mrs. Keily, Misses Una, Edna and May Keily, C. Kay Kleensang, Mrs. Menzies, Misses A. and F. Menzies, F. W. Nash, and Dr. Patterson, L. C. Pareto, Paul Reiss, Dr. Mary Stevenson, Edwin Tharp, Miss E. Talbot, Dr. O. H. Wilson, Mrs. O. H. Wilson and Miss F. O. Wilson.

FOR PASSENGER CABINS.

Tremont Will Follow Shawmut at Moran Bros'. Yard.

The passenger accommodation in the Boston Steamship Company's big Oriental liner Shawmut will be completed in Moran Bros'. shipyard about August 25. The vessel will then proceed to the Puget Sound navy yard drydock for painting and a general overhauling. Her place will be taken at Moran's by the Tremont of the same line which is lying in the stream.

Each vessel is to have accommodations for 600 passengers, forty first cabin, sixty second cabin and 500 steerage.

The betterments will cost the Boston Steamship Company many thousands of dollars, and they are made with a view to securing for that concern a share of the government's passenger business between Puget Sound ports and the Philippines.

THE ALICE ARRIVES.

Belated Rail Carrier Reaches Port After Long Voyage.

The French ship Alice, laden with rails, from Antwerp for the C. P. R., passed up yesterday to Vancouver, after a belated voyage from the Belgian port. The Alice soon after her departure, had to return to Falmouth in distress. She passed Flushing on January 10th, and 12 days later returned to the English port after having lost her main top-gallant mast and had her sails split. She then proceeded on her voyage on March 13th, and is 150 days out. She is 240 days out from her loading port.

The bark Kokala, which has been chartered to load lumber at Chemainus for Africa, is now en route to the local mills from San Francisco. The Kokala is owned by Herd, Rolph & Co., the same owners as the bark Challenger, now loading for Africa at the mills.

WATER IS LOW.

Expected That Navigation on Yukon Will Close Early.

A circular has been issued by the White Pass & Yukon railway calling attention to the fact that the special commodity rates in force will expire on August 31st. The notice to shippers and connecting lines reads as follows:

"Owing to low water in the Yukon river, the outlook for navigation this fall is bad. Even now, navigation is difficult and the river boats cannot go through with full cargoes. Shippers' attention should be called to this, and the expiration of the 'special commodity rates' on August 31st.

"A fall rush is anticipated, and shippers can realize the necessity of forwarding through goods as early as possible, otherwise there will be a large amount left over at White Horse."

STEAMERS IN PORT.

There was a great gathering of steamers flying the checker-board flag of the C. P. R. in the inner harbor last night. The big ferry steamer Princess Victoria had all the space at the Vancouver steamers' landing, and further along the wharf were the steamers Yosemite, Otter, Charmer, Princess Louise, Queen City, Danube and Maud, the latter having been chartered to carry coal during the absence of the steamer Otter with the cable experts on board to repair the Beecher Bay cable. The steamer Queen City from the West Coast, will sail again tomorrow night, when the Danube leaves also en route to Nass and way ports.

Harsh purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them, they will certainly please you.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

Price 25 Cents. Purely Vegetable. Brent Good

CURE SICK HEADACHE.

THE DOG SHOW.

Attractive Exhibition of Canine Aristocracy at Caledonia Grounds.

Great preparations are being made for the open air dog show—the first held under the auspices of the Pacific Kennel League—at the Caledonia grounds on Saturday. There are up to date over 148 entries, mostly from Victoria and district, although it is also expected that some entries will be received from Seattle shortly. Mr. C. B. Yendell of Seattle, a member of the Post-Intelligencer staff, and a well-known dog fancier, will act as a judge at the show. The famous pacing dog King Edward, which has been matched against fast horses at the Meadows at Seattle, will arrive from Seattle today, and she will be matched against a fast trotting horse in a race at the Caledonia grounds in connection with the dog show. This dog has done a mile in 2.35 minutes.

Of the entries secured to date, the class which leads is that of English setters, of which there are 25 entries. The other entries include the following: Pointers, 11; Irish setters, 10; Gordon setters, 2; cocker spaniels, 15; field spaniels, 4; Irish terriers, 15; Irish water spaniels, 11; fox terriers, 8; bull terriers, 2; Scotch terriers, 1; St. Bernards, 3; bull dog, 1; greyhounds, 2, and collies, 9.

Precautions Taken Against Fire

What Is Done at the Edison And at the Orpheum Theatres.

The Managers Deny the Statements Made By Mr. Higgins.

Yesterday afternoon a Colonist reporter called on the managers of the Edison and the Orpheum theatres to enquire if they had anything to say in reply to the statements made in a letter from Mr. D. W. Higgins to the city council Monday night reflecting seriously upon the arrangements at their respective houses in the event of an outbreak of fire. They had a good deal to say, and gave Mr Higgin's assertions a pretty flat, general denial.

Mr. Ely, manager of the Edison theatre, Yates street, went to a great deal of trouble to show the Colonist representative the thorough manner in which he had provided against possible outbreak of fire. The two large entrance doors swing outward, but there is also another door near the stage, through which the front seats could be emptied in a few moments. The entire capacity of the house is not more than 250, and he contended, so far from a stampede is greatly lessened.

Hung up conspicuously in various parts of the house are patent fire extinguishers, which the attendants know how to use. Those fire extinguishers have been subjected to thorough tests, and were chosen as being the most effective of all the kinds now on the market. One of these is in the lantern room, and the films there are encased in an iron safe, while asbestos sheets are placed wherever there is even a remote possibility of fire originating. Another of these fire extinguishers is behind the scenes.

Over and above all this, the whole staff are carefully instructed as to what to do in case of any alarm of fire; in fact, they are trained to deal with such an emergency, and it would seem, from the exhaustive explanation of Manager Ely, that anything like a serious result to a fire in this house is impossible. The walls of the house are of good solid brick, the lighting is electric, every precaution is taken by the company at every performance, so that the danger of an outbreak is reduced to the minimum.

At the Orpheum very careful preparation has been made to meet any such emergency as fire. One great advantage of the house is that the floor of the auditorium is on the level of the street, and as the partition at the front is of the lightest woodwork, it could not withstand the push of anything like a crowd, even if that became necessary, which is not by the management considered at all likely, seeing that the entrance doors are wide and easily opened, and that the audience never exceeds 250.

The doors at the side of the auditorium complained of by Mr. Higgins, are not likely to lead to any dangerous mistakes in the event of a quick emptying of the house under an alarm.

As in the Edison, no chairs are ever allowed in the aisles, and it is a matter of nightly occurrence to have the house completely emptied within two minutes from the fall of the curtain. This applies to both houses.

Both Manager Ely, of the Edison, and Manager Pantages, of the Orpheum, cheerfully invite the inspection of their premises by all who feel interested in the matter.

YOUTHFUL ATHLETES.

Interesting Record Taken Sunday Afternoon at St. Clair's Baths.

On Sunday afternoon quite a large number of persons interested in aquatics went over to St. Clair's swimming baths to see some special tests of the youthful swimmers and divers, of whom a large muster made ready. The scene was a most animated one, and the strangers present were astonished and delighted at the clever work done by the youngsters in swimming, diving, the rescue of drowning persons, swimming with clothing on, and also displays of resuscitation of supposedly drowned persons. This important work was done quite as well as it could have been done by adult performers.

Those lads carry with them, thanks to the careful instructions of Mr. St. Clair, a training which will make them exceedingly valuable citizens anywhere, and it is certain that many a valuable life will be saved as a consequence. A most interesting series of photographs of the young athletes in "the altogether" was taken by a photographer, and it would be hard to find any better developed specimens of adolescent humanity than those pictures show.

The boys seem to be quite as enthusiastic as their trainer, entering into the spirit of the thing with abundant vim. Mr. St. Clair is fast bringing forward young men who will be able to do honor to the name of their city in many a future contest in the natatorial art. Besides this promising class of sturdy boys, Mr. St. Clair has a number of young ladies who swim with strength and grace and are a great credit to their teacher. One young girl gave a display of endurance that surprised many of the male grown-ups present, the ease and speed with which she accomplished the distance, sixteen lengths of the bath, being certainly remarkable.

It is understood that Mr. St. Clair contemplates giving a grand concert and display toward the end of the season, when the public of Victoria will have an excellent opportunity of witnessing some first-rate swimming by the young people, as well as by older experts in the sport.

Yesterday afternoon Mr. James Boomfield, the Vancouver artist, made several studies in the pools with the young swimmers as models, and got some fine drawings which he intends to work up into future paintings.

Tatoosh, Aug. 18. — 8 p. m.—Cloudy, southwest wind 15 miles an hour. Inward, a bark, at 4 a. m.; steamer Conamaugh, from Nome for Seattle, at 7.20 a. m. French ship Alice, from Antwerp for Vancouver, at 1.40 p. m. Outward, steamer Mackinaw from Tacoma for San Francisco.

Politics and The Politicians

Premier McBride And Attorney General McPhillips Arrive At Atlin.

Nominations And Conventions In Various Parts of the Province.

Vernon, Aug. 13.—(Special)—This afternoon at a convention representing every district in Okanagan riding, Price Ellison was unanimously chosen candidate of the Conservative party.

Atlin, Aug. 18.—(Special)—Amongst the arrivals on yesterday's boat were Premier McBride, Attorney-General McPhillips, Mr. McNeill, A. L. Belyea, K. C.; H. Dunn and W. Rogers (White Pass railway officials), Mr. F. Satchell Clarke and others.

The Premier and Mr. McPhillips will hold a meeting in the A. O. U. W. hall this evening for the purpose of addressing the electors of the district. A further meeting will be held at Discovery on Saturday next.

Today the visiting politicians have taken a trip to McKee creek. Mr. John Kirkland is at present the only man in nomination, but a further selection from the numerous aspirants to political honors may be expected during the next few days.

Much-needed rain has fallen recently and will help out the water supply on the creeks.

Grand Forks, Aug. 18.—(Special)—At a convention of the Liberals of Grand Forks riding held here last night, Ald. Neill McCallum was unanimously chosen as Liberal candidate at the approaching provincial election. Thirty-seven delegates representing Cascade, Gladstone, Grand Forks and Phoenix, were in attendance. Mr. McCallum, whom his party regards as an exceptionally strong man, made a brief speech, accepting the nomination. Mr. McCallum has been in public life for many years, both in Manitoba and Boundary district. Great enthusiasm prevails among Liberals, who feel confident of winning the election. A few weeks hence the campaign will be in full swing. Prior to the amalgamation of the twin cities of Grand Forks and Columbia, Mr. McCallum was mayor of Columbia. He has arranged to stump the constituency.

Geo. Fraser, the Conservative candidate, is busy organizing. The pivoting vote promises to be the largest vote at Phoenix, which the Socialists feel sure of securing.

If the candidates of the old parties divide it, the election will be closely contested.

Mr. W. C. Moresby, secretary of the local Liberal-Conservative Association, received yesterday from Mr. Thomas Earle, M. P., copies of the Hansard report of the speech of Hon. Mr. Blair on the railway policy of the Laurier administration in resigning his position as minister of railways in that cabinet. Anyone who wishes to peruse this remarkable speech can do so by calling at the Liberal-Conservative rooms, Government street. The Colonist will publish the speech in full in next Sunday's supplement.

Yesterday the Grit objection to Mr. Abbott, whose name on the voters' list was challenged, was withdrawn. Mr. Moresby and Mr. J. S. Murray went down and interviewed Mr. Abbott aboard the steamer Boscowitz, where he is employed, and after a few questions they concluded that the objection against him was not valid.

The Conservative candidate in Yale, Mr. T. G. McManamon, was the guest of honor at a banquet held in Ashcroft on the evening of the convention. Mr. James Warde of Hope was chairman, and Mr. Robinson, the Conservative organizer, vice-chairman.

None of the local students of provincial politics can make out what is the matter with the people in general as to the political situation. Everybody seems to have suddenly lost interest in the matter, and there is probably less politics talked today than at any time in the province for a generation at least. Politicians and members of the late House do not know what to make of it, but they all expect to see a pretty sharp revival of interest before the campaign is many days old. All are agreed that it is yet too early to speculate upon the probabilities, especially as the leaders of the two parties are not inclined to talk much, and frankly declare that they know little or nothing themselves about the progress of events. Of course, it is well understood that the necessary organization as to details is going on steadily, and perhaps with greater care than ever before, and the Conservative party in particular, feel very confident of the issue.

Now that the voters' lists are closed, there is a considerable amount of comparing notes. It is gratifying to report that the Conservatives have nothing whatever to complain of as to the fatefulness of their members in getting their names on the list. But why those black and anxious looks on the countenances of the other party?

Mr. Smith Curtis came to town on Sunday, and is expected to remain here for a day or two. Mr. Curtis has been up through the Kootenays, but has nothing to say for publication at present, even about the other half of the Liberal party.

Mr. Joseph Martin, K. C., was in the city the other day, but he is not talking just yet as to the political situation, though he would not contradict the statement made in his hearing that it is very fine weather we are having at present. He believes that it will be slightly warmer in some sections ere long.

An old Conservative says that this first straight party lines fight will be somewhat mild, owing to the fact that many old friends will have to part, and it will not be until a full session of one government or other has gone that the genuine old fighting temper will return.

Predictions are heard on every hand that the Dominion government will take an appeal to the country before the snow flies.

Says the Vancouver News-Advertiser, referring to the Conservative nominations: "The reports, so far as received, from the outlying parts of the province, seem to show that there is a number of constituencies that have not yet formally selected their candidates for the legislature. It was intended, as we understand the arrangement by the Conservative provincial executive, that with the exception of some of the city constituencies, all the nominations were to be made on Saturday last. In a considerable number of instances this was done, but the list is far from complete, and it will probably be a week or ten days before the names of the Conservative candidates for all the rural constituencies can be announced.

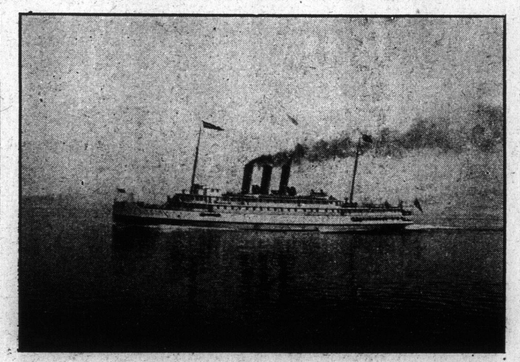
It is satisfactory to observe that the nominations already made include men of good standing and repute, who will command the support of the electorate, and also be useful and capable members of the legislature, to seats in which there is little doubt but that they will be elected."

Conventions were held in numerous interior electoral districts on Saturday last for the purpose of nominating Conservative candidates. The results, so far as known, were as follows:

West Yale—Mr. T. G. MacManamon.
Nelson—Mr. John Houston.
Grand Forks—Mr. George A. Fraser.
Revelstoke—Mr. Thomas Taylor.
Ymir—Mr. Harry Wright.
Cranbrook—Mrs. Thomas Cavin.
Vernon—Mr. Price Ellison.

A meeting was held in Richmond riding yesterday to elect delegates to a convention to be held in Vancouver on Saturday, the 29th inst., when a candidate will be selected.

THE PRINCESS VICTORIA.



C.P.N. Co.'s New Ferry Steamer, Which Made a Record Run From The Terminal City Yesterday.

The fine new steamer Princess Victoria yesterday lopped much time off the past record for the run between this city and Vancouver, when she made a new record of three hours and 48 minutes, from the time she was under way when the lines were loosed in Vancouver harbor until she rounded the ocean dock at this port, and slowed up—as is requested by the Department of Marine and Fisheries of all masters bringing vessels into the harbor past the dredger. The best time previously made, which was done under the most favorable circumstances, was the run of the steamer Moana, of the Canadian-Australian line, which ran from the ocean docks here to Vancouver in four hours and one minute, and, as all mariners know, this steamer had a ripping full tide with her when she made that run. Previously the old Yosemite held the blue ribbon, with a passage of four hours and twenty minutes, made by Captain Broadhurst nineteen years ago.

Now, though, the new flier with the three smokestacks—the palatial liner Princess Victoria—has cut up all past performances and on her first day's run, and without any effort to do anything other than an ordinary voyage for a vessel of her great capabilities. Had she gone with the great speed developed on her trial-trip of Monday throughout the voyage, she would have made all past performances look small, for on her trial run she developed a speed which has since been placed at 19.25 knots. While it is not considered to be necessary by her owners to travel at such a great speed throughout her service on the ferry run between Victoria and Vancouver, the fine performances of the steamer show what she can do when her machinery is working with its greatest pressure of steam.

Yesterday she developed 145 revolutions to the minute, which is ten less than was done on the trial, and the log of her voyage will doubtless be of great interest to Victorians, and more especially to those who go down to the sea in ships. The Princess Victoria left the wharf at Vancouver and got under way at 1.20 p.m., there being a strong flood tide against her. She passed the Sand Heads at 2.45 p.m. At 3.23 p.m. she passed Gossip Reef, a distance of over twelve miles away, which was made in 38 minutes, an average of between eighteen and nineteen knots an hour. Ten Mile Point was passed at 4.51 p.m., and the outer wharf rounded at 5.18 p.m. Thus the voyage from the wharf at Vancouver until she steamed into the inner harbor here, was three hours and 48 minutes, which is thirteen minutes better than the fastest time ever made between the two ports.

As the disance oeween Vancouver and this port is seventy-two nautical miles, it will be seen that the record achieved by the steamer Princess Victoria is an enviable one, and will mark the finely-appointed vessel—which, when completed, will be a floating hotel as well as a fast traveler—the fastest craft on the Pacific ocean, excepting, of course, the torpedo boat destroyers, which are built to secure abnormal speed.

The illustration of the fine new ferry steamer which is to give Victoria such a good connecting service with the mainland, is made from a photograph taken by Mr. J. Savannah, the well-known local photographer, under exceptional circumstances. Mr. Savannah took his camera with him on Monday afternoon when the steamer left Esquimalt on her trial run, and he rowed out from the Dallas road to the beacon erected on the Brotchie ledge, where he clambered up the iron ladder to a vantage point and waited until the new steamer came swinging past the beacon at a speed of a little better than nineteen knots an hour, when he caught the snapshot reproduced herewith. That the photographer had to be speedy in manipulating his shutter is easy to imagine when one realizes how the liner cut through the water as she dashed by the beacon at such a great burst of speed.

The steamer is to continue on the regular schedule for the present. She is carrying a much larger staff than the former ferry steamer, the Charmer, which is to be placed in dock to have some repairs made to her.

Spring Medicine

There is no other season when good medicine is so much needed as in the Spring.

The blood is impure, weak and impoverished—a condition indicated by pimples and other eruptions on the face and body, by deficient vitality, loss of appetite, lack of strength, and want of animation.

Hood's Sarsaparilla and Pills

Make the blood pure, vigorous and rich, create appetite, give vitality, strength and animation, and cure all eruptions. Have the whole family begin to take them today.

"I was completely run-down. My son persuaded me to take Hood's Sarsaparilla. When I had taken three bottles I was cured. I recommend Hood's Sarsaparilla to all who need a building-up medicine, they will not be disappointed." J. P. VERNOT, 117 Champlain St., Montreal, Quebec.

Hood's Sarsaparilla promises to cure and keeps the promise.

MARRIED COUPLE, age 33, want situation on farm. Man carpenter, but wishes to learn farming. Wife good cook and housekeeper. Creasey, 137 Quadra street, Victoria, B. C. a19

piece of bread. Cover the pan with a cloth and leave for a whole day, then strain and bottle. Be careful not to fill the bottles too full, or they will burst. Cork tightly and tie down. This will be fit to drink after two days, but will keep longer.

Busy Meeting Of Executive

Board of Management of Tourist Association Sit In Weekly Session.

Arrangements For Press Visitors ---Much Literature Being Distributed.

A meeting of the executive of the Tourist Association was held yesterday at which the following gentlemen were present: D. R. Ker, vice-president, in the chair, Messrs. Stephen Jones, A. B. Fraser, A. Henderson, Ald. Cameron and the secretary, Herbert Cuthbert.

There was an exceedingly large amount of correspondence to go through, indicating the far-reaching extent to which the city is advertised. Many of the letters contained applications for photographs of the city and district for reproduction in newspaper and magazine articles, and in lectures in different parts of Canada and the United States. These will be supplied by the association, and will serve to continue the work of advertising at very little cost to the city. The secretary reported that the rooms were being visited daily by an ever-increasing number of visitors—more than ever in the history of the association. An important fact in this connection is that many of the visitors are from eastern portions of the Dominion, and the ear-marks of the work of the association in Eastern Canada and in the Northwest are very manifest. These people are not here just for one day, but will spend weeks in the city, and most leave a large amount of money in Victoria besides being an excellent advertisement for other years.

The executive expressed much satisfaction that the Pacific Northwest Society of Engineers had had such a pleasant visit to the city, and that the British editors had expressed themselves so plainly in favorable comments on the city and its environs.

The appointment of the Washington State Press Association wrote suggesting certain minor changes in the programme for their convention, and as these suggestions involved a slight additional cost, the secretary reported that he had consulted his worship the mayor on the matter, and these changes will be made. The programme outlined for this convention by the committee consisting of the members of the Tourist Association, the press of the city and the mayor and corporation, is as follows:

"The members of the association will arrive on the steamer Clallam at Victoria 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. A response will be made by Will A. Steel, president of the Press Association. At 9 o'clock a visit will be made to Douglas Gardens, where a special programme will be rendered.

"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 the launch Kootenay along Victoria Arm 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, returning to the city at 5 o'clock. At 8 p.m. a public meeting of the association will be held in the city hall, to which the general public will be heartily welcomed. This meeting will be of a unique character. Members of the association will deliver orations and read historic papers and poems. Mayor McCandless and other citizens will deliver addresses, and there will be a good musical programme.

"Thursday, 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 the Esquimalt & Nanaimo Railway on a trip to Shawnigan Lake, returning to Victoria at 9 p.m. The steamer for Vancouver can be boarded after 10 p.m."

The secretary reported that he had, in accordance with arrangements he had made while in Montreal, a library consisting of all the publications issued by the provincial government, which had been kindly supplied by Mr. Gosnell—Board of Trade reports, twenty-five copies of "Picturesque Victoria," large and small editions and a portfolio of maps of the province and of the city—sent to Montreal, to be placed in a special library car that will be attached to the special train which will convey the members of the Associated Chambers of Commerce to the Pacific Coast. Large quantities of literature were being daily sent out of the city.

The question of finance was again discussed, but the members of the executive who have the canvassing of the city in hand, were not quite ready to report.

PERSONAL MENTION.

Spears Mills, August 5.—Although quite ill a few days ago with a severe attack of irritable throat, inflamed tonsils