

several thousand acres. The value of the land at that time. The saving was 167,001 acres. Witness would amount to 400,000 acres. The company would have some idea of the in- they would not have must have been advised right to make the sub- 19th December. pointed out that on the government had re- of the B. C. South- blocks, and yet on the wanted them. no idea what was the which prompted the gov- this grant. at of 19th December but. Mr. Brown came a substitution from the mbia Southern to the sters. He could not that reason was ad- down, but he remem- er. Well, Mr. Brown, the your proposal." August, 1901, an ad- dressed. Being shown a Wells said that this thought, that a map in-council had come Mr. Brown through the Nell. He found the r. McNeill on the map, ed that to be office file, ed that this was the before the executive on out by Mr. Helmecken council were passed 901, one was for set- southern in full and the granting to Colum- sections 1 and 3. the Columbia & West- er him in the telegram to Mr. Eberts, ask- e. He was in the At- lances. They discussed the proposition of Mr. oposed it it became the Subsidy Act. Mr. pe two telegrams, but with them. Finally single word "Impos- know that this mes- understood that this was probably in the order-in-council this transfer. He wanted to know what was away at the He remembered of the proposal. He the proposal to the could not remember to support this. He the 27th July. He inal if made by Mr. at the executive had absent that these given to the Colum- taken from the B. C. He thought that he as- for this from him. at he had one con- Attorney-General, and that the O- wanted these lands make no difference en they were really company as parts of was probably before He thought it took room. essed for an answer not deeply concern- factor of Lands and interested. was a matter of pol- it. It was done in meeting on the 21st Mr. Turner, Mr. Justice meeting. Justice wanted to know if he was going to act on such affecting his depart- ment. that he thought it member that he dis- Mr. Turner or 10th of August. He was expressed on t not know that he-ly-General for ad- der dated 11th of Mr. Wells to Mr. Helmecken wanted r letter would be r. McNeill address handed to the ex- at not having seen y he could not have accounted for the some way in dating Hunter's opinion an satisfied with the He was still dis- matter of policy. Instructions in his own grants should all they were again He had the grants ee of the order-in- al on the night of as Gordon Hun- He saw Mr. this. He brought the Premier that he related from the Act. Mr. Duns- ber that the Prem- understanding of it. before Sir Thos. shot was that the delivered and the for the time. Mr. Thomas Shang- whole matter of Thomas said he out whenever they the ministry urge own grants after treated and before asked Mr. Wells. "Mr. Eb- Mr. Eberts gave His contention be given up. He ment that they

"What was that argument?" asked Mr. Helmecken. "He argued that the agreement should be carried out," replied Mr. Wells. "Witness knew that Mr. Eberts took strong grounds that it should be carried out. He could not remember the exact words used by Mr. Eberts. He did not know that the Attorney-General took exception to Mr. Dunsmuir's action." Mr. Helmecken pressed for an explanation of why he should listen to Mr. Eberts at that time, but Mr. Wells refused. Mr. Wells said he remembered that Mr. Dunsmuir came to him in the House and urged him to deliver the crown grants. Witness held out, however, telling him there were other things which he would tell him of later. "The Montreal incident was not one which had to do with the cancellation of the crown grants?" asked Mr. Helmecken. "It had considerable to do with it," Mr. Wells replied. Mr. Helmecken asked if the question of the legality of the act was not the question which decided the cancelling. Mr. Wells objected that the reasons would be an executive act of which he could not speak. He did not remember discussing the matter with any member of the government after March 18th. At 12 o'clock the adjourned. Mr. McPhillips stating that it would take him more than half an hour to examine Mr. Wells. (From Thursday's Daily.) Wednesday afternoon the examination of Hon. W. C. Wells was completed before the committee inquiring into the Columbia & Western subsidy matter. The afternoon was occupied nearly altogether with the answering of questions put to the Chief Commissioner by Mr. McPhillips. At the opening of the afternoon's proceedings Mr. McPhillips took exception to the Colonelist report, in which it was stated that Mr. McPhillips conducted a "long and dreary cross-examination" of the witness. Mr. McPhillips said the statement might be accounted for by the intonances which guided the Colonelist, or it might be that the writer was not able to comprehend the bearing which his questions had upon the case. He also objected to the use of the four-score times repeated "if that applied to his questions. It might be that the Colonelist was interested in suppressing the facts; but he would do his duty and elicit all the information in the interests of the province." Being shown the list of those making application for coal and oil prospecting licenses, Mr. Wells admitted that people making application were uniformly re- fused. He would not be granted for block 4,593. Mr. Wells admitted he was disappointed. Possibly he took a stand against it and it was carried out. There might be other reasons, he could not recollect them. Being shown the list of those making application for coal and oil prospecting licenses, Mr. Wells admitted that people making application were uniformly re- fused. He would not be granted for block 4,593. Mr. Wells admitted he was disappointed. Possibly he took a stand against it and it was carried out. There might be other reasons, he could not recollect them. Being shown the list of those making application for coal and oil prospecting licenses, Mr. Wells admitted that people making application were uniformly re- fused. He would not be granted for block 4,593. Mr. Wells admitted he was disappointed. Possibly he took a stand against it and it was carried out. There might be other reasons, he could not recollect them.

the proposal made to him by Mr. Taylor. He came to this conclusion that the effect of the transfer would be to de- fraud the Crow's Nest Coal Company of some land. He did not communicate this to Sir Thomas Shaughnessy. That matter governed his own action in the words used by Mr. Eberts. He did not know that the Attorney-General took exception to Mr. Dunsmuir's action. Mr. Helmecken pressed for an explanation of why he should listen to Mr. Eberts at that time, but Mr. Wells refused. Mr. Wells said he remembered that Mr. Dunsmuir came to him in the House and urged him to deliver the crown grants. Witness held out, however, telling him there were other things which he would tell him of later. "The Montreal incident was not one which had to do with the cancellation of the crown grants?" asked Mr. Helmecken. "It had considerable to do with it," Mr. Wells replied. Mr. Helmecken asked if the question of the legality of the act was not the question which decided the cancelling. Mr. Wells objected that the reasons would be an executive act of which he could not speak. He did not remember discussing the matter with any member of the government after March 18th. At 12 o'clock the adjourned. Mr. McPhillips stating that it would take him more than half an hour to examine Mr. Wells. (From Thursday's Daily.) Wednesday afternoon the examination of Hon. W. C. Wells was completed before the committee inquiring into the Columbia & Western subsidy matter. The afternoon was occupied nearly altogether with the answering of questions put to the Chief Commissioner by Mr. McPhillips. At the opening of the afternoon's proceedings Mr. McPhillips took exception to the Colonelist report, in which it was stated that Mr. McPhillips conducted a "long and dreary cross-examination" of the witness. Mr. McPhillips said the statement might be accounted for by the intonances which guided the Colonelist, or it might be that the writer was not able to comprehend the bearing which his questions had upon the case. He also objected to the use of the four-score times repeated "if that applied to his questions. It might be that the Colonelist was interested in suppressing the facts; but he would do his duty and elicit all the information in the interests of the province." Being shown the list of those making application for coal and oil prospecting licenses, Mr. Wells admitted that people making application were uniformly re- fused. He would not be granted for block 4,593. Mr. Wells admitted he was disappointed. Possibly he took a stand against it and it was carried out. There might be other reasons, he could not recollect them. Being shown the list of those making application for coal and oil prospecting licenses, Mr. Wells admitted that people making application were uniformly re- fused. He would not be granted for block 4,593. Mr. Wells admitted he was disappointed. Possibly he took a stand against it and it was carried out. There might be other reasons, he could not recollect them.

strength of Mr. Wells's letter in reply. Mr. Wells said that was a matter of opinion. Some had described it as a good letter. Before the cancelling order of 18th March, 1902, Mr. Wells had said that if blocks 4,593 and 4,594 were given that it would mean defeat. He said so to Mr. Eberts. Mr. Eberts said, "Well, let us go." Mr. McPhillips thought this was rather a remarkable statement for Mr. Eberts to make. He was not remarkable for coming to decisions to go. He recalled times when Mr. Eberts was supposed to go, yet he did not do so. One of these was when Col. Prior became Premier. In fact this failure to go was a peculiar feature of Mr. Eberts's political career. "Did you understand that Mr. Eberts was willing to stake his political life on the delivering of these crown grants?" asked Mr. McPhillips. Mr. Wells said he did. Mr. McPhillips wanted to know if Mr. Eberts, having said that was a majority vote of the council on 18th March, that he (Mr. Wells) would say that Mr. Eberts was not agreeable to the rescinding order of 18th March? Mr. Wells said he could not say that. Mr. Eberts would not have given up his right to the other sections. The Subsidy Act was to have been amended in 1901. This bill 67 was approved by the House on 15th December. It was a government measure. Bill 67 of 1902 was an attempt to carry out an arrangement made by the Turner government in 1898 with Sir Thomas Shaughnessy, by which the Columbia & Western would stand out of the way to build from Midway to Pentiction. "Your recollection is that they were to stand out of the way and the Mackenzie & Mann building the line?" asked Mr. Duff. "Yes," replied Mr. Eberts. "Was there an absolute abandonment to build the line west of the Mackenzie & Mann?" asked Mr. Duff. "Yes," replied Mr. Eberts. "The matter of its being an absolute or conditional abandonment was not discussed in a hurry to get this matter closed. The government discussed the matter with Sir Thomas Shaughnessy and Mr. Mann, because it was fully expected that Mackenzie & Mann would build the line. The arrangement was that Mackenzie & Mann should build from the coast to Midway. The Columbia & Western was to build from Rossby to Midway, and give 2,000 a mile for that section of the road." Mr. Duff pressed that there seemed to be no contingent arrangement according to the Attorney-General's former evidence. In case Mackenzie & Mann failed to build from Pentiction to Midway he was not prepared to say that the Columbia & Western had lost its right to build. That was a matter to be decided. He never thought the Columbia & Western should be placed in any worse position. Mr. Eberts did not know what the Columbia & Western might do. He would build in case Mackenzie & Mann did not build. The Columbia & Western said at the time virtually "we will not construct if you give the contract to Mackenzie & Mann." The act of 1901, known as bill 67, was introduced by the railway company in order to extend their time for construction. Mr. Duff field that this bill was an abrogation of the agreement with the Columbia & Western in its surrender to build the line from Midway to Pentiction. "Well that agreement of 1898 could not be carried out. It was not in writing," returned Mr. Eberts. Mr. Duff held that though not in writing it was nevertheless a solemn contract. "Yes," replied Mr. Eberts. "It was a solemn agreement." Mr. Eberts did not know why the conditions were changed with respect to blocks 4,593 and 4,594. He recalled that he, in 1901, 1902, and 1903, had taken his full responsibility for this. There was no advantage to be taken of the company because of their not building from Midway to Pentiction, for the reason that the company relinquished its right to build that in order that a Coast-Kootenay line might be built by Mackenzie & Mann. The Attorney-General said he recalled that Mr. Mann said that these blocks would not build from the coast to Pentiction, and he held up there by the C. P. R. This was when the proposal was made to give up its right to build from Midway to Pentiction, and the government would have to relieve the company from the necessity to build sections 5 and 6 before getting the subsidy for section 4. Mr. Eberts agreed with this. Mr. Duff called attention to the fact that the charter under which the company worked would have to be amended so that sections 5 and 6 would not have to be built by the company. He stated that in 1901 an act was passed extending the time for the building of sections 5 and 6. Mr. Eberts agreed with this, but explained that in 1900 the Subsidy Act of 1897 and 1898 was amended so as to take away the subsidy for the section of the Coast-Kootenay line from the coast to Pentiction and the subsidies were re- turned for the sections between Pentiction and Midway. This was really annulling the arrangement by which Mackenzie & Mann were to build the line. Mr. Duff called attention to the fact

that in the recital to bill 87 and again in Mr. Eberts's letters explaining the conditions it was stated that the Columbia & Western had forfeited its right to build the fifth and sixth sections. Mr. Eberts admitted that it was in that way. He explained again that the government's anxiety to get a Coast-Kootenay line built had resulted in an arrangement by which the line from Midway to Pentiction was to be built by Mackenzie & Mann rather than by the Columbia & Western. There was an agreement by which a railway company was not to have both land and cash subsidies. It was clearly understood that the right to subsidy was abandoned from Pentiction to Midway in 1898? asked Mr. Duff. Mr. Eberts said that it was to be given up on the understanding that Mackenzie & Mann was to build it. It was not an absolute abandonment either to construct or to abandon, but a conditional one upon Mackenzie & Mann building the line? asked Mr. Duff. Mr. Eberts said their arrangement was that they would stand aside and let Mackenzie & Mann build the line in any way, and the government would protect them in their rights to the other sections. The Subsidy Act was to have been amended in 1901. This bill 67 was approved by the House on 15th December. It was a government measure. Bill 67 of 1902 was an attempt to carry out an arrangement made by the Turner government in 1898 with Sir Thomas Shaughnessy, by which the Columbia & Western would stand out of the way to build from Midway to Pentiction. "Your recollection is that they were to stand out of the way and the Mackenzie & Mann building the line?" asked Mr. Duff. "Yes," replied Mr. Eberts. "Was there an absolute abandonment to build the line west of the Mackenzie & Mann?" asked Mr. Duff. "Yes," replied Mr. Eberts. "The matter of its being an absolute or conditional abandonment was not discussed in a hurry to get this matter closed. The government discussed the matter with Sir Thomas Shaughnessy and Mr. Mann, because it was fully expected that Mackenzie & Mann would build the line. The arrangement was that Mackenzie & Mann should build from the coast to Midway. The Columbia & Western was to build from Rossby to Midway, and give 2,000 a mile for that section of the road." Mr. Duff pressed that there seemed to be no contingent arrangement according to the Attorney-General's former evidence. In case Mackenzie & Mann failed to build from Pentiction to Midway he was not prepared to say that the Columbia & Western had lost its right to build. That was a matter to be decided. He never thought the Columbia & Western should be placed in any worse position. Mr. Eberts did not know what the Columbia & Western might do. He would build in case Mackenzie & Mann did not build. The Columbia & Western said at the time virtually "we will not construct if you give the contract to Mackenzie & Mann." The act of 1901, known as bill 67, was introduced by the railway company in order to extend their time for construction. Mr. Duff field that this bill was an abrogation of the agreement with the Columbia & Western in its surrender to build the line from Midway to Pentiction. "Well that agreement of 1898 could not be carried out. It was not in writing," returned Mr. Eberts. Mr. Duff held that though not in writing it was nevertheless a solemn contract. "Yes," replied Mr. Eberts. "It was a solemn agreement." Mr. Eberts did not know why the conditions were changed with respect to blocks 4,593 and 4,594. He recalled that he, in 1901, 1902, and 1903, had taken his full responsibility for this. There was no advantage to be taken of the company because of their not building from Midway to Pentiction, for the reason that the company relinquished its right to build that in order that a Coast-Kootenay line might be built by Mackenzie & Mann. The Attorney-General said he recalled that Mr. Mann said that these blocks would not build from the coast to Pentiction, and he held up there by the C. P. R. This was when the proposal was made to give up its right to build from Midway to Pentiction, and the government would have to relieve the company from the necessity to build sections 5 and 6 before getting the subsidy for section 4. Mr. Eberts agreed with this. Mr. Duff called attention to the fact that the charter under which the company worked would have to be amended so that sections 5 and 6 would not have to be built by the company. He stated that in 1901 an act was passed extending the time for the building of sections 5 and 6. Mr. Eberts agreed with this, but explained that in 1900 the Subsidy Act of 1897 and 1898 was amended so as to take away the subsidy for the section of the Coast-Kootenay line from the coast to Pentiction and the subsidies were re- turned for the sections between Pentiction and Midway. This was really annulling the arrangement by which Mackenzie & Mann were to build the line. Mr. Duff called attention to the fact

he spoke to him he supposed he did. He had no recollection of it. The committee then adjourned until this afternoon. GRAND TRUNK PACIFIC. Question of Ocean Ports Discussed at To-Day's Sitings of Railway Committee. Ottawa, May 13.—The Grand Trunk Pacific bill came up again at the committee this morning. The preamble of the bill was adopted without discussion, and the sitting was devoted to a discussion of the extending of the proposed road from Quebec to the Maritime provinces, to an ocean port all the year round. The committee seemed to favor an all-Canadian rail with ocean ports on the Atlantic and Pacific. C. M. Hayes, of the Grand Trunk, in reply to a series of questions, agreed that if a satisfactory arrangement was not made between the Intercolonial and his road for taking traffic from Quebec to the Maritime province port in winter, then his company would build a railway from Quebec to Montreal, from which point traffic could be taken to St. John and Halifax. Some members wanted this placed in the bill, but Hon. A. G. Blair said that it would be preferable to have an arrangement between the Grand Trunk and Intercolonial rather than to parallel the government road. If no arrangement could be effected then the Grand Trunk could build it. A clause setting this forth could be placed in the bill. Some members spoke in favor of the government extending the Intercolonial to Winnipeg, so as to have an outlet to the wheat crop of the West. No clauses have been adopted yet, and the bill will not come up again until the 27th inst. PLANS RATIFIED. The Building of the V. V. & E. Through Phoenix. Phoenix, B. C., May 12.—Matters in regard to the crossing of streets within the corporate limits of this city by the V. V. & E. branch of the Great Northern railway are rapidly assuming a shape which is satisfactory to both the city authorities and the railway company officials. Last week the railway's solicitor, A. H. McNeill, of Rossland, Chief Engineer Kenney and A. G. MacDermid, the right-of-way agent, met at the city council and submitted the plans. These were considered, and not being entirely satisfactory to the city fathers, were changed to suit the best interests of the property holders, and the changes could be determined this week the city council ratified the new plans, and they are now being put in proper shape for signature. Apparently the railway company is in a hurry to get this matter closed up and work started on the actual construction of the branch into this camp. The passenger and freight depots will be located almost in the centre of the city, and the city council has agreed to give for the Granby mines not far off. The Granby company will construct two gravity tramways to connect with the bins, one running from the Knob Hill to the city, and the other from the mouth of the new No. 1 tunnel, the latter to connect with the deep workings of the mines at the 300 level of the Old Ironside mine, and having a length of some 1,100 feet. Generally considered, the proposals of the railway company will give it a good access to the mine tonnage here, and an easy grade for the 25 miles of track to be constructed to connect the mines with the Granby smelter and the Grand Forks. At the same time, while coming into the heart of the city, it is done in such a manner as to interfere little with the property where business is actually being done. About the case of the 22 per cent. grade now existing on School street, this will be reduced to something like seven per cent. SUDDEN DEATH. Man Found Dead in His Room in a Winnipeg Hotel. Winnipeg, May 12.—Geo. McCann, of Billings Bridge, a few miles out of Ottawa, died suddenly at the Cosmopolitan hotel last evening. After eating a hearty supper he went to his room and fell asleep with all his clothes on. About 10 o'clock James Herring, a companion, whose home is in Ottawa, on going to the room discovered that the man was dead. The body was found in the police department, made an investigation, and Coroner Benson was notified, but it is unlikely that an inquest will be held. The dead man's relatives have been notified of his death. Both the C. P. R. Herring were employed in the C. P. R. bridge building department, and only arrived in Winnipeg from Brandon a few days ago. FISH TRAPS. All Members From British Columbia Are Not Opposed to Them. Ottawa, May 13.—It is not true that the members from British Columbia are unanimously opposed to fish traps. The report of the commission would have been against traps had the majority of the same been opposed thereto. One, or two members may be opposed to traps, but the remainder are in favor of them. 57-02 THE CRITICAL AGE. Height of vigor past—nature's power slowly down, vitality, recuperative power less, endurance less. Stop the progress of decay, tone up the weakened nerve centres, impart vigor to the tiring brain, prepare for the crisis. A means of remarkable proficiency in the renewal of the decreasing vigor is found in Perrozoni. It brightens up the whole being, imparts a sense of power and strength. By the use of Perrozoni, old age is pushed back twenty years. Perrozoni increases strength, vigor, endurance, vim. Your druggist has it. Get a box to-day. It is possible the compass of hearing possessed by some animals lies in the range of vibrations above our own, that they can hear no sounds as low as the highest note that is audible to us, as we can hear notes as high as the lowest that is audible to them.

THE METHODIST CONFERENCE OPENED

MEETING OF THE MINISTERIAL MEMBERS

This Morning's Proceedings - The First Draft of Stations Prepared by That Committee.

On Thursday the ministerial members of the Methodist conference held their opening session. Rev. James Tamm, the first Methodist missionary to enter the Yukon, and Rev. Thomas Crosby were among those in attendance. The chair was occupied by the president, Rev. E. E. Scott, who made a few preliminary remarks. The roll of ministerial members was then called. Business of the session was then proceeded with. Rev. E. E. Scott, Rev. G. A. Cropp and Rev. Dr. Service, M. A., are to be transferred out of British Columbia. The following were appointed a committee on conference matters: Rev. Dr. Whittington, Rev. Thomas Crosby, Rev. A. E. Green, Rev. J. F. Betts, Rev. E. E. Scott, Rev. W. J. Sippell, B. A., B. D., Rev. J. H. White. The following are recommended to be continued as supernumeraries: Rev. Cornelius Bryant, Rev. Ebenezer Robson, D. D., Rev. G. W. Dean, Rev. J. P. Bowell, Rev. T. D. Pearson, Rev. Jas. Tamm, Rev. J. E. Rossman, who was recommended as if supernumerary. Rev. Wm. Hicks's resignation was accepted. Credentials of standing were asked for by Rev. Ackroyd Stoney, who wishes to resign. Robert Hughes, having completed his course of study, was recommended for ordination. W. Gordon Tamm, B. A., was continued on his probation. The session adjourned until Thursday morning. On Thursday Rev. E. E. Scott called the meeting to order by announcing "Take My Life and Let It Be," which was vigorously sung. The secretary read a suitable portion of Scripture, after which Rev. James Turner engaged in prayer. A devotional address was given by Rev. Joseph Hall, of Chilliwack, on "The Minister's Spiritual Need," after which prayers were accordingly placed on the reserve list. Dr. Woodsworth, corresponding secretary, was called upon and addressed a few words to the meeting. The chairman was given permission to employ the following men with a view to entering the ministry: J. O'Brien, W. Edgar McNeven, Charles Dockstader, J. M. Watson, Chas. Heath. The meeting adjourned at noon. The general conference opened on Thursday afternoon when the first draft of stations prepared by the committee was submitted as follows: The Victoria District. Victoria—Metropolitan, Elliott S. Rowe, D. D.; John P. Hicks (secretary of conference), chaplain to Wesleyans in H. M. forces at Esquimalt, by permission of conference; William Hicks, left without a station at his own request; Geo. W. Dean, supernumerary; centralist; Jas. P. Woodland, Victoria West, S. S. Osterhout, D. D. James Bay, David W. Scott. Chinese Mission, one to be sent (under Supt. James Bay). Japanese Mission, native agent (Oyama)—under Supt. Metropolitan. Saanich—T. H. Wright. Salt Spring Island—One to be sent. Ladysmith and Extension—W. Gordon Tamm, B. A. Nanaimo—Wallace St. John Robson, B. A. Haliburton—St. Robert Hughes. Nanaimo Chinese Mission—One to be sent (under Supt. of Wallace St.). Cumberland—Robert Wilkinson. Cumberland—Japanese Mission—Under Supt. Cumberland, Fred. S. Okell to attend college. The Vancouver District. Vancouver—Wesley church, Walter E. Pescott, B. A.; Corneilus Bryant, supernumerary; Princess street, H. Newton Powell; Mount Pleasant, H. M. Spierland; E. Robson, D. D., supernumerary; Sixth avenue, Alfred E. Green, Chinese Mission, one to be sent (under Supt. Fairview). Japanese Mission, including Sapperton and Stevenson, Geo. Kuburagi, Scandinavian Mission, One to be sent (C. N. H.). Richmond—Elliott Mannel. Maple Ridge and Agassiz—W. Lashley Hall. Mission City—James Hicks, W. G. Mahon to attend C. M. College. The Yukon District. Dawson—Wm. H. Barraclough, B. A. Duncuan Creek—One to be sent. Dominion Creek—F. A. Magee. Sulphur Creek—One to be sent. Atlin—One wanted. The Westminster District. New Westminster—Queen's avenue, Geo. H. Morden; Wilford J. Sippell, B. A., B. D., principal C. M. College, by permission of conference; T. D. Pearson, supernumerary; West End, B. Hedley Balderston, B. A. Sapperton, to be supplied; Jas. Calvert, bursar C. M. College, by permission of conference. Chinese Mission, one to be sent (C. T. Under Supt. Queen's avenue). Leech—Arthur N. Miller. Cloverdale and Langley—Allen K. Sharp; G. R. E. Kinney, B. A. Sumas—To be supplied. Chilliwack—Thomas W. Hall (Joe. Hall, principal Capanzana Institute, by permission of conference).

THE KAMLOOPS DISTRICT.

Kamloops—A. E. Hetherington, B. A., B. D.; Jas. Turner, supernumerary. Kamloops Chinese Mission, to be supplied under Supt. K. Thompson River—One to be sent (C. D. Nicola—John P. Eye. Salmon Arm—Jas. A. Woods. Revelstoke—Chas. Ladner. Trout Lake City—One to be sent (J. O. B.). Golden—R. B. Laidley. Enderby—Arthur E. Roberts; J. E. Rossman, supernumerary. Vancouver—John W. Barraclough. Okanagan—Geo. E. Smith, S. T. L. Kermeos—One to be sent (A. E. S.). Hedley—One to be sent (J. W. B.). Cariboo—To be supplied. Ashcroft—Jos. W. Winslow. Lillooet—John H. Wright. The West Kootenay District. Nelson—R. Forbes Stillman; Jas. H. White, best superintendent of missions. Ymir—One to be sent (W. E. M.). Kaslo—S. J. Green. Alsbury—To be supplied from Kaslo. Salmon—John J. Wright, B. A. New Denver—W. D. Misenar. Shewan City—J. Alfred Seymour (under Supt. Nelson). Rossland—Albert M. Sanford, B. A.; Ackroyd Stoney. Trail—To be supplied (A. E. S.—under Supt. Rossland). Grand Forks—John F. Betts. Greenwood—John D. P. Knox. Phoenix—One to be sent (T. Green—under Supt. Greenwood). Geo. E. Bradshaw to attend college. Ackroyd Stoney. The East Kootenay District. Cranbrook—Samuel J. Thompson. Moyle—One to be sent (R. E. S.—under Supt. Cranbrook). Kimberley—One to be sent—under Supt. Cranbrook. Fernie—W. W. Baer. Morrissey—One to be sent (C. F. Conroy—under Supt. Fernie). Michel—One to be sent (A. E. M.—under Supt. Fernie). Elkton Creek—One to be sent (J. M. W.). Alko—One to be sent (T. G. C.). Creston—One to be sent (F. B.). The Indian District. R. Whittington, M. A., D. D., chairman of Indian District, to reside at Vancouver. Naas River—Robert A. Spencer. Port Simpson—One to be sent. Shadogate, Q. C. I.—Barabas C. Freeman. Port Esquimalt—Denial Jennings. Kitaslaht—To be visited from Port Esquimalt. Kitaslaht—Native agent—P. R. (under chairman). Hugwillet—To be visited from Hazelton. Hazelton—H. C. Winch, M. D. (C. M. College), medical missionary. Hartley Bay—Missionary teacher—G. R. (under chairman). Kishpix—Wm. H. Pierce. Kitamaat—Geo. H. Riley. Kiloop—To be visited from Kitamaat. Chin Hatt—George Edgar. Klumley—To be supplied, native agent (under chairman). Bella Coola—John C. Spencer, medical missionary. Bella Bull—Richard W. Large, M. D. (C. M. College), medical missionary. Riverside—One to be sent. Cape Mudge—One to be sent. Lower Fraser—Thos. Crosby, Sardin; native agent (Capt. J.). Nanaimo—Missionary teacher—E. N. (qualifying chairman). Cowichan Tribes—Chas. M. Tate, Duncans. Victoria—Lay agent (W. H. G.) under chairman. Nitinat—William J. Stone, Crossed by R. The delegates to the conference are as follows: Ministers—Rev. W. W. Baer, Rev. B. H. Barraclough, Rev. W. H. Barraclough, Rev. J. F. Betts, Rev. J. P. Bowell, Rev. J. E. Rossman, Rev. C. Bryant, Rev. J. Calvert, Rev. T. Crosby, Rev. B. C. Freeman, Rev. A. E. Green, Rev. S. J. Green, Rev. J. Hall, Rev. T. W. Hall, Rev. W. E. Hall, Rev. A. E. Hetherington, Rev. James Hicks, Rev. J. P. Hicks, Rev. Wm. Hicks, Rev. R. J. Irwin, Rev. D. Jennings, Rev. J. D. P. Knox, Rev. R. B. Laidley, Dr. Large, Rev. E. Mannel, Rev. R. J. McIntyre, Rev. A. N. Miller, Rev. W. D. Misenar, Rev. G. H. Morden, Rev. S. S. Osterhout, Rev. T. R. Pearson, Rev. W. H. Peirce, Rev. R. N. Powell, Rev. J. S. Pyle, Rev. G. H. Riley, Rev. A. E. Roberts, Rev. E. Robson, Rev. J. Robson, Rev. Dr. S. S. Rowe, Rev. A. M. Sanford, Rev. W. C. Schellcher, Rev. E. Scott, Rev. J. D. W. Scott, Rev. A. K. Sharpe, Rev. W. J. Sippell, Rev. G. E. Smith, Rev. G. A. Spence, Rev. W. J. Stone, Rev. G. Schellcher, Rev. G. Bell, Rev. G. P. Pennington, Rev. G. M. Shaw, Mr. Robison, Mr. Main, D. Donaldson, F. J. Schooley, James Tuttle, G. P. Hicks, Henry Chamberlain, John Horner, George Payne, W. T. Reid, W. C. Spenser, Mr. Ashwell, A. C. Wells, Mr. Jelland, W. J. Hatch, S. Rowe, Mr. Turner, George Edgar, R. J. Walker, E. Nichols, C. S. Keith, T. R. Pearson, Geo. Cumnaghan, Jno. Weaver, H. L. DeBeek, A. Hardman, Silas Boothroyd, George Reid, John Elliott, Angus Jackson, N. Skatespence, Geo. Wellwood, Dr. Bolton, J. H. Bark, W. H. Gibson, J. Lory, S. Boyle, A. B. Erdine, R. J. Plaxton, Joseph Cameron. FROM THE KINGSTON POST OFFICE. comes word that Mr. James McGuire is again at work. He was laid up by corns on the soles of his feet, but was perfectly cured by Putnam's Painless Corn and Wart Extractor. The stamp-collector visitors to the Victoria T. M. Association's rooms is increasing daily. Nearly all so far have expressed appreciation of the beauties of this city, and the register for the past few days contains among others the following names and remarks: D. H. Haslam, of Duluth, Minn., "Beautiful city, expect to visit it again"; L. Sedgwick, of Everett, Wash., "Beautiful city"; Wilfrid Virgo, of London, England, "Very nice scenery"; W. J. Dunlop, of Nebraska, "Much pleased with city."